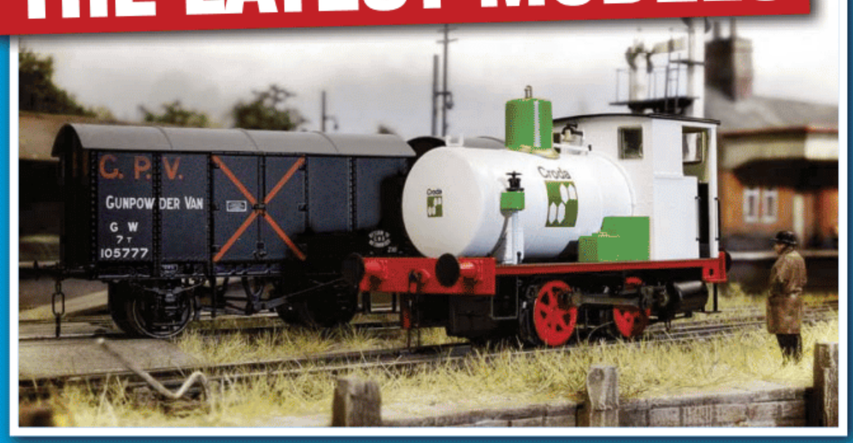
THE HOME OF MODEL RAILWAYS

THE LATEST MODELS



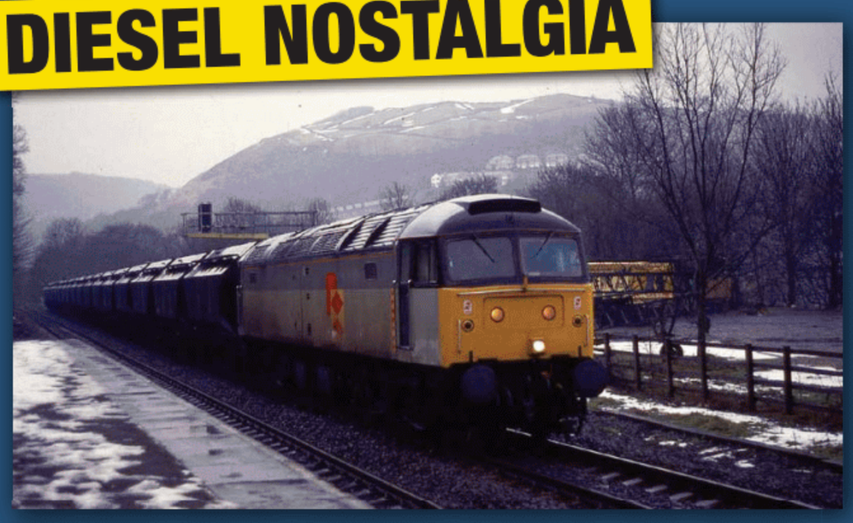
UNDER THE SPOTLIGHT

GET CREATIVE



INSPIRATION FOR CORNER FILLERS AND SCENIC CAMEOS

DIESEL NOSTALGIA



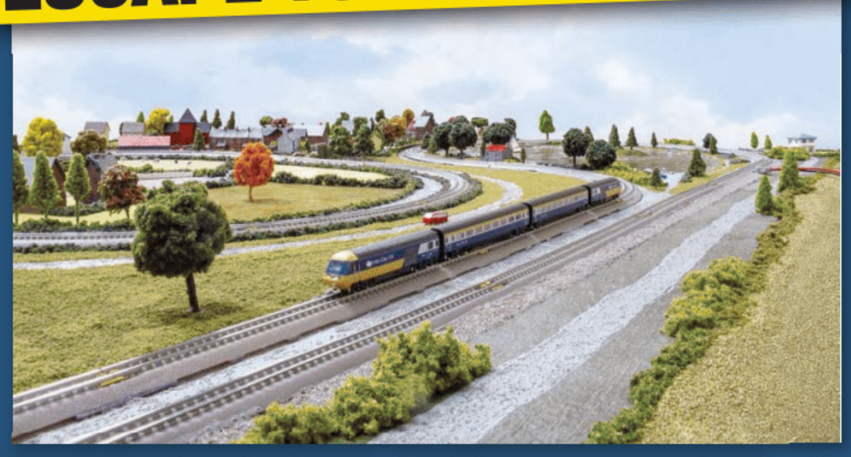
FROM THE HIGHLANDS TO THE CALDER VALLEY LINE + MORE

A FINAL VISIT



WE RETURN TO THE ICONIC 'PETERBOROUGH NORTH' IN 00

ESCAPE TO THE COUNTRY



PICTURESQUE OXFORDSHIRE EXPLORED IN MINIATURE

BRITISH RAILWAY MODELLING

BRM

APRIL 2026

PUSHING BOUNDARIES

NEW LAYOUT DELIVERS OPERATIONAL EXCELLENCE



BUILDING SUCCESS



PROJECTS TO HONE YOUR MODELLING SKILLS

£6.99
9 770968 076249 04
V

HORNBY®

00 GAUGE MODEL RAILWAYS

‘GREYHOUNDS’

& MAUNSELL COACHES



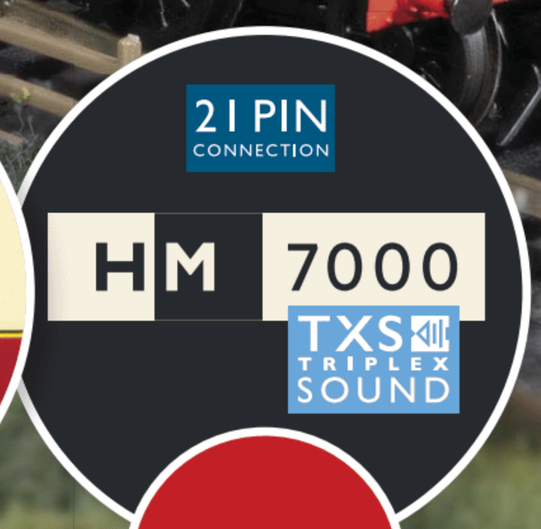
Sprung Buffers and Accessory Pack



ERA 4 Early BR (1948-1956)



Fine Detailing



HM7000 Compatible

AVAILABLE NOW

R30411	BR, Class T9, 30338	DCC READY · 21 PIN CONNECTION
R40462	BR, Maunsell, S5669S Set 226, Composite Coach	
R40463/A/B	BR, Maunsell, S2755S / S2756S / S3732 Set 226, Composite Coach	
R40464	BR, Maunsell, S6673, Brake Composite Coach	

For more information please visit your local Hornby stockist or go to **hornby.com**

Hornby Model Railways · hornby · officialhornby · officialhornby · hornbymodelrailways

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES
R.T.R in unpainted brass/factory painted

GWR/BR Railcar 19-33.....£550.00
GWR/BR Parcels Railcar No.34.....£550.00
GWR 1361 Early black chassis.....£525.00
GWR/BR 1361 Late black chassis.....£525.00
LY/LMS/BR Pug black.....£450.00
LNER/BR J39 0-6-0 black.....£815.00
GWR/BR 8750 Pannier black chassis . £525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T .....from £525.00
GWR/BR 1361 0-6-0ST.....from £695.00
GWR/BR 8750 Pannier tank .....from £695.00
GWR/BR Razor Edge railcar.....£835.00
GWR/BR Parcels railcar.....£810.00
LNER/BR J39 0-6-0 .....£950.00

GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0 .....£450.00
GL04 LNER C4 Jersey Lily 4-4-2.....£450.00
GL14 LNER / BR Q4 TINY 0-8-0 .....£450.00
GL16 LNER / BR Q1/1 0-8-0 TANK £400.00
GL20 LMS/BR PRINCESS £595.00
GL21 LMS/BR ROYAL SCOT £525.00
GL23 LMS/BR BRITISH LEGION £525.00
GL24 LMS/BR ORIGINAL PATRIOT £525.00
GL28 LMS/BR 2P 4-4-0 .....£400.00
GL31 LMS / BR Stanier Lemon 0-4-4T £375.00
GL36 LBSC/SR/BR H2 ATLANTIC £525.00
GL44 LNWR/LMS /BR COAL TANK 0-6-2 ..£325.00
GL48 LNWR/LMS Ramsbottom Crane 0-4-2T .£315.00
GL50 LNER/BR 2-8-8-2 GARRATT.....£775.00
GL57 LNER / BR L1 2-6-4.....£400.00
GL58 LNER / BR B1 4-6-0.....£500.00
GL59 LNER / BR K1 2-6-0 .....£475.00
GTR62 SR/BR Urie King Arthur.....£575.00
GL70 SR / BR SCHOOLS 4-4-0 .....£525.00
GL76 SLMS/ BR Hughes Crab 2-6-0.....£595.00
FT5 LNER D17/1 & D17/2 4-4-0 .....£400.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....£300.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS
Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter..... £250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter£280.00

TOWER COLLECTION LOCO KITS
Require wheels, gears and motor

TC2 LMS streamlined Coronation.....£725.00
TC4 LMS/BR non streamlined Duchess...£695.00
TC5 LMS/BR de-streamlined Duchess £695.00
TC6 LMS/BR Sir William Stanier £695.00
TC7 LMS/BR Black Five 4-6-0.....£695.00
TC14 LMS/BR Stainer 8F 2-8-0.....£695.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£29.95
LK705 Brick lineside hut.....£29.95
LK709 Ground Level Signal Box £41.50
LK710 Signal Box Interior Kit.....£32.00
LK715 Brick Base Signal Box.....£58.50
LK735 GWR Yard Crane.....£32.50
LK741 GWR spear fencing £16.50
LK742 GWR spear fencing ramps.....£16.50
LK743 Field fencing and gates.....£15.50
LK747 Telegraph Poles (6.....£14.50
LK748 Ladders (4 .....£11.50
LK749 Loading Gauges (2.....£19.00
LK750 Single track level crossing gates. £30.95
LK758 Platelayers tools £9.85
LK759 Platform lamps (4 .....£13.15
LK760 Telephone boxes(2 .....£13.15
LK761 GWR Station seats (4) £13.00
LK762 MR/NER station seats (4 .....£13.00
LK763 SR/BR Station seats.....£13.00
LK764 Bicycles (4 .....£13.00
LK765 Police Call Box.....£15.50
LK790 GWR home or distant signal.....£28.30

SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide.....£47.75
7063 B.R Standard Van.....£47.75
7064 B.R 12ton Standard/Flat Van.....£47.75
7065 B.R Meat Van.....£47.75
7066 B.R. Insulated Van.....£47.75
7067 B.R 13 ton conflat 'A'.....£43.25
7069 B.R Lowfit Wagon.....£43.25
7070 B.R 12 ton Palvan.....£47.75
7071 B.R 13 ton High Goods Wagon.....£43.25
7033 LNER/BR 20T Brake Van.....£61.25
7053 LNER/BR 20T Brake Van £61.25
7C003 GWR/BR 6 wheel Siphon Dia 04 ..£99.75
7C030 GWR/BR 6 wheel Siphon Dia 05/06 £99.75
7C020 SECR/SR/BR 4 wheel PLV/GUV...£99.50
7C021P SR/BR Bogie Van.....£157.00
7C022 SR/BR 4 wheel BY.....£99.50

PECO WAGON KITS

W601 GWR Toad brake can.....£54.00
W602 GWR Permanent Way brake £54.00
W603 GWR 6 wheel brake £57.00
W604 GWR 4 plank open £45.50
W605 GWR Steel Open £45.50
W606 GWR 10 ton Van.....£57.00
W607 BR 16 ton Mineral wagon.....£57.00
W608 BR 27 ton Iron Ore wagon.....£56.00
W609 BR 20 ton Pig Iron wagon £56.00

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point £81.50
SLE787BH Curved L/H Point.....£81.50
SL700BH 12 yards flexitrack.....£126.75
SLE791BH Right Hand Point.....£66.75
SLE792BH Left Hand Point.....£66.75
SLE797BH Y Point.....£60.00
SLE790BH Double Slip.....£136.00
SLE794BH Long Crossing £73.50
SL10 24 metal railjoiners.....£4.60
SL11 12 insulated railjoiners.....£4.60
SL740BH Buffer stop £4.15
TP1 Long Track pins (15mm £3.25
ST700 Box (8) 393mm straight £70.00
ST725 Half circle 1028mm radius curves .£75.25
STU750BH R/H Setrack Point.....£64.25
STU751BH L/H Setrack Point £64.25
PL33 Microswitch.....£8.55
PL19 Microswitch Housing (2.....£6.30
PL80 Power Feed.....£9.95

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon..... £45.75
PS15 BR 21 Ton Mineral wagon £45.75
PS16 LNER Loco Coal wagon..... £45.75
PS17 BR 12 ton Pipe wagon £45.75
PS23 GWR/BR 13 ton open wagon..... £45.75
PS24 GWR/BR 12 ton unfitted van..... £45.75
PS25 BR 24.5 ton mineral wagon £45.75
PS26 GWR/BR 12 ton fitted van £45.75
PS27 GWR/BR 12 ton open with tarp bar £45.75
PS28 GWR/BR 12 ton plywood van £45.75
PS29 GWR/BR Fruit van £45.75
PS30 BR 16 ton mineral wagon £45.75
PS31 BR 16 ton slope sided mineral ... £45.75
PS32 BR 16 ton mineral (ex SNCF..... £45.75
PS33 BR 8 Plank wooden mineral..... £45.75
PS42 LMS/BR 12 ton open wagon £45.75
PS45 LNER/BR 12 ton goods van £45.75
PS46 LNER/BR 12 ton fruit van £45.75
PS49 GWR/BR Mica van..... £45.75
PS100 SR/BR Banana van..... £45.75
PS101 SR/BR Meat van..... £45.75
PS104 BR 21 ton coal hopper £45.75
PS107 SR/BR Cattle truck..... £45.75
PS112 GWR/BR Gunpowder van £45.75
PS114 LMS/BR Banana van £45.75
PS115 LNER/BR Brake Van £52.75

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point £42.45
47128 Fuelling Point Pump House £33.95
47203 Low Relief Corner Shop £19.95
47-572 Midland Water Crane..... £25.45
47-0054 Mess Room £59.50
47-055 Site Office £55.25
47039 Office Block.....£77.20
47-0053 Service Point £106.25
47-0064 Parachute Water Tower.....67.95
47-575 4 Lever Ground Frame £25.50
47-560 Lineside Cabinets (4.....£15.95

TOWER MODELS O GAUGE PLATFORMS
Bachman Scenecraft platforms and ramps exclusive to Tower Models
2 Ramps & 2 straights (98cms) £89.95
3 straight (88cms) £69.95

NEW DAPOL B.R MARK 1 COACHES
Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £229.78 OUR PRICE £195.00
DCC fitted RRP £270.20 OUR PRICE £229.50
BOTH EARLY AND WINDOW BEADED NOW AVAILABLE

DAPOL (EX LIONHEART) Small Prairies 45XX - Last Few
Analogue £470.00 DCC & Sound £617.50
4575 / 55xx ~ 9 Liveries
Analogue £450.00 DCC & Sound £590.00
NOW AVAILABLE

DAPOL BOGIE BOLSTER E
6 LIVERIES AVAILABLE
RRP £81.00 OUR PRICE £68.50
NOW AVAILABLE

LIONHEART SUBURBAN COACHES
Fully finished superb quality with interior details and lights.
2 car 'B' set G.W.R or B.R 6 types
RRP £470.50 OUR PRICE £399.99
4 car D set G.W.R or B.R 4 types
RRP £823.50 OUR PRICE £699.99

NEW DAPOL SENTINEL Y1/Y3
LNER, LMS, GWR, B.R or N.C.B
Basic RRP £202.07 OUR PRICE £171.75
Sound fitted RRP £404.14 OUR PRICE £343.52
NOW AVAILABLE

DAPOL (EX LIONHEART) PANNIERS
64XX and 74XX G.W.R or B.R
List Price £399.00 OUR PRICE £340.00
Sound Fitted **RRP £550.00 OUR PRICE £467.50**

NEW DAPOL 57XX/8750 PANNIERS
57xx in BR Livery
8750 in GWR & BR Liveries
with riveted tank option
Basic Version **RRP £271.35 OUR PRICE £230.65**
DCC Fitted **RRP£305.99 OUR PRICE £260.00**
DCC Sound **RRP£407.88 OUR PRICE £346.70**
NOW AVAILABLE

DAPOL GWR / BR 20 TON BRAKE VANS
10 LIVERIES AVAILABLE
RRP £104.87 OUR PRICE £89.00
NOW AVAILABLE

DAPOL HIA LIMESTONE HOPPERS
4 AVAILABLE IN GREEN
2 AVAILABLE IN WHITE
RRP £82.64 OUR PRICE £70.25
IN STOCK

TOWER MODELS LTD ED. HELJAN IWB CARGOWAGGONS
Twelve versions being produced
RRP £149.99 OUR PRICE £125.00
ANY 4 OR MORE ONLY £100.00 EACH
NOW AVAILABLE
SELLING FAST

DAPOL HAA COALWAGONS
VARIOUS LIVERIES AVAILABLE
RRP £67.15 OUR PRICE £57.00
TOWER MODELS EXCLUSIVE
COAL SECTOR YELLOW FRAME
RRP £67.15 OUR PRICE £57.00
NOW AVAILABLE

NEW DAPOL VANWIDE/VEA'S
RRP £63.28 OUR PRICE £53.75
TOWER MODELS LIMITED EDITION
SET OF SIX BAUXITE £295.00

DAPOL PFA / KFA WAGONS
5 Liveries, numbered and un-numbered
RRP £80.00 OUR PRICE £68.00
20ft, 40ft & 45ft Containers
VARIOUS LIVERIES FROM £21.25
AVAILABLE 2ND HALF 2026

DAPOL TTA TANKERS
2 body types, 11 liveries
RRP £94.83 OUR PRICE £80.00
4 Tower Limited Edition Sets (3)
RRP £284.49 OUR PRICE £225.00
NOW AVAILABLE

NEW HELJAN PCA TANKS
10 number options of Cement
3 Options in Chemical Livery
£84.99 Each

NEW HELJAN MK2 /2A COACHES
TSO, BSO, BFK & FK
28 standard coaches
Also Tower Models exclusive maroon FK
LIST PRICE £299.00 OUR PRICE £254.15
NOW AVAILABLE

NEW DAPOL MOTORISED SIGNALS
GWR / BR ground signal – single £57.00
GWR / BR ground signal – twin £74.50
GWR Home Signals £55.00
LMS Home Signals £55.00
GWR Single Bracket Signals £90.00
GWR 2 arm Bracket Signals £99.50
SR Semaphone Signals £55.00

NEW DAPOL CONFLATS
6 VERSIONS WITH LOAD **£63.75**
4 VERSIONS WITHOUT LOAD **£44.00**
4 DIFFERENT TOWER MODELS
LTD EDITION SETS OF 3 B**R £170.00**
NOW AVAILABLE

TOWER MODELS LIMITED EDITION ICI WAGONS
1950's:
Red Salt Van (9 types) £42.50 each
1960's:
Blue Salt Vans (4 types) £42.50
5 plank Lime (5 types) £40.00
5 plank Alkalid (5 types) £40.00
16 ton minerals
SODA ASH Livery(3 numbers) £41.50
NOW AVAILABLE

NEW DAPOL 2-6-2 3MT
TEN LIVERIES AVAILABLE
BASIC RRP £641.49 OUR PRICE £545.25
DCC FITTED RRP £674.96
OUR PRICE £573.75
SOUND FITTED RRP £764.21
OUR PRICE £649.50
NOW AVAILABLE
SELLING FAST

NEW DAPOL AUSTERITY J94
TEN LIVERIES AVAILABLE
BASIC RRP £278.91 OUR PRICE £237.00
SOUND FITTED RRP £423.94 OUR PRICE £360.25
NOW AVAILABLE SELLING FAST

NEW DAPOL GWR / LMS / BR VANS
3 LIVERIES LMS STD 12T VAN
5 LIVERIES GWR STD 12T VAN
2 LIVERIES GWR FRUIT A
RRP £57.46 OUR PRICE £49.00
NOW AVAILABLE

NEW DAPOL MHA
EWS MAROON COALFISH
4 NUMBERS AVAILABLE
RRP £61.98 OUR PRICE £52.50
TOWER LIMITED EDITION SET OF 3
RRP £185.94 OUR PRICE £157.50

HELJAN CLASS 25/3 RE-RUN
6 LIVERIES AVAILABLE
RRP £499.00 OUR PRICE £424.15
OUT SOON
ADVANCE ORDER YOURS TODAY

NEW HELJAN CLASS 26 & 27
VARIOUS LIVERIES
RRP £649.00 OUR PRICE £551.65
LOW STOCKS

NEW HELJAN CLASS 37
SPLIT HEADCODE BOXES
Ten liveries available
RRP £669 OUR PRICE £568.65
NOW AVAILABLE

NEW HELJAN CLASS 37/0
CENTRE HEAD VERSION
RRP £669.00 OUR PRICE £568.15
NOW AVAILABLE

HELJAN CLASS 24/0
6 LIVERIES AVAILABLE
RRP £649.00 OUR PRICE £551.65
NOW AVAILABLE

NEW HELJAN CLASS 33
Early and Late Versions
RRP £579.00 OUR PRICE £466.65
9 Liveries IN STOCK

NEW HELJAN CLASS 45/0 &45/1
8 Liveries Available
RRP £669.00 OUR PRICE £568.15
NOW IN STOCK

HELJAN CLASS 31/1 & 31/4
Various liveries
RRP £579.00 OUR PRICE £466.65
NOW AVAILABLE

NEW HELJAN CLASS 73
8 Liveries Available
RRP £779.00 OUR PRICE £662.15
NOW AVAILABLE

HELJAN CLASS 55
10 Liveries Available
RRP £729.00 OUR PRICE £619.65
NOW AVAILABLE

NEW HELJAN CLASS 47
2 Versions, 1960/70s & 1980/90s
Seven liveries available
RRP £729.00 OUR PRICE £594.15
LAST FEW AVAILABLE

HELJAN CLASS 56
Total of 8 liveries
RRP £699.00 OUR PRICE £594.15
NOW AVAILABLE

HELJAN CLASS 153 Railcar
Six Liveries Available
Analogue £339.15 DCC & Sound £441.15
NOW AVAILABLE

NEW HELJAN CLASS 02 SHUNTER
8 Liveries available
RRP £389.00 OUR PRICE £330.65
NOW AVAILABLE

HELJAN CLASS 20 RE-RUN
5 LIVERIES WITH DISC HEADCODE
3 LIVERIES WITH CENTRE HEADCODE
RRP £639.00 OUR PRICE £543.15
NOW AVAILABLEÍ

NEW HELJAN CLASS 50
Selling fast, 3 liveries available
RRP £729.00 OUR PRICE £594.15
NOW AVAILABLE

HELJAN CCT'S & PMV'S
CCT IN VARIOUS LIVERIES
RRP £199.00 OUR PRICE £169.15
NOW AVAILABLE
PLV / PMV VARIOUS LIVERIES
RRP £199.00 OUR PRICE £169.15
NOW AVAILABLE

HELJAN CLASS 42 WARSHIP
BR Maroon Full Yellow Ends
RRP £699.00 our price £550.00

HELJAN DIESEL DEPOT
Two Road Shed **RRP £99.00 OUR PRICE £84.15**
Extension Pack **RRP £49.00 OUR PRICE £41.65**
Spare Ends (3) **RRP £29.00 OUR PRICE £24.65**
See website for details and sizes

OUR WEBSITE CONTAINS 4,000 IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

TOWER MODELS, 62-64 Devonshire Road, Blackpool FY3 8AA
Email: sales@tower-models.com
TEL: 01253 623797 or 623799
TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER
Visit our new well stocked shop, a mile from Blackpool North Railway Station
Open Mon to Sat 9.30 to 4.45
Visit our website: www.tower-models.com

POSTAGE CHARGES
Orders up to £35.00 plus £2.50 p&p.
Orders £35.01 to £150.00 plus £6.00 p&p.
ORDERS OVER £150.00 POST FREE
Overseas orders postage charged at cost.

All prices include VAT @ 20%.
We reserve the right to alter prices without notice.

INSIDE APRIL 26 BRM

GETTING PRACTICAL



p44 Build a OO wooden shelter
p46 Create an eye-catching cinema scene
p49 Lower a Hornby Mk. 2 carriage
p52 Modelling a derelict lorry
p55 Build a lifting section
p58 Weather the HAA wagon
p61 Construct a Glyn Valley Tramway Engine Shed



REGULARS

p32 Opinion, events, competitions & more
p96 Heritage line coaches explored
p112 The latest news headlines
p145 This month in pictures

INSPIRING LAYOUTS



p20 Broadwell (OO)
Operational accuracy reigns supreme for this club's newest layout, which was designed from the outset to showcase technical innovation.



p36 Ock Valley (T)
Inspired by the River Ock, this tiny scene is the builder's first model railway, which comes packed with scenic features.

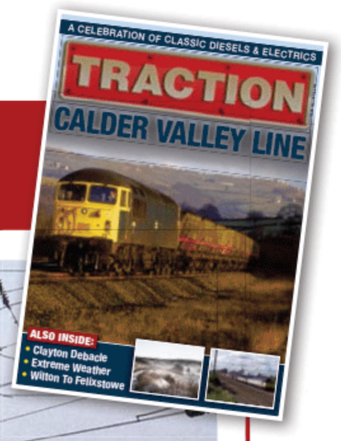


p102 Broad Arrow (OO9)
This builder proves that you can take a small space and transform it, fulfilling a lifelong ambition in the process, quicker than you think.



p90 Peterborough North (OO)
We've visited 'Peterborough North' multiple times and here is possibly the concluding part, with the Station Road extension.

TRACTION





p68 The Calder Valley Line in the BR Sector Era
p74 Should extreme weather conditions occur... A West Highland Adventure
p82 Changing Traction of the Wilton to Felixstowe 'Liner'
p84 Type 1 engines: The Clayton debacle

LATEST REVIEWS



p118 Rapido Andrew Barclay Fireless
p120 Hornby Class 153
p122 Cavalex Class 60
p124 EFE Rail LBSCR 54ft 'Isle of Wight' 4-coach pack
p126 Hornby Railroad Azuma
p128 Ellis Clark Railworks Prestwins
p130 Hornby Class 37

p118



THE HEREFORD MODEL CENTRE

Email: **sales@herefordmodelcentre.co.uk**
www.herefordmodels.com

4 COMMERCIAL ROAD, HEREFORD, HEREFORDSHIRE, HR1 2BB

SALES LINE
01432 352809

SHOP OPEN 9.00am - 5.00pm
Monday to Saturday

HORNBY

R3235	D16/3 British Railways	**£100.95**
R3329	BR Late S15	**£123.99**
R3333	BR Early Adams Radial	**£107.95**
R3334	BR Late Adams Radial	**£107.95**
R3423	Adams BR	**£109.45**
R3639	LMS King George VI	**£171.00**
R3833	LNER A2/3 Chamossaire	**£171.00**
R30221	The Railway Children Return 4F	**£125.99**
R3978	LNER W1 Grey	**£229.00**
R30200	Railroad 0-4-0ST BR	**£43.19**
R30122	BR Departmental Terrier	**£108.90**
R30317	Railroad M&GNJR 0-4-0T	**£49.50**
R3984	LNER P2 Earl Marischal	**£229.05**
R3993	LNER A4 Empire of India	**£196.20**
R3868	Peckett Crawshay Bros	**£125.99**
R30286	S&DJR Class 2P Blue	**£139.50**
R3974	LNER Class A2/3 Airborne	**£251.99**
R3977	BR Class A2/2 Earl Marischal	**£251.99**
R30140	M7 British Railways	**£193.49**
R3859	BR J36 65330	**£175.49**
R3731	BR H Class	**£143.99**
R3763	SR H Class	**£143.99**
R30366	LNER J52 Black	**£157.50**
R30396	BR Class 9F	**£251.99**
R30409	MSC Peckett 'Jaffa'	**£125.99**
R30406	LNER Streamlined B17	**£247.50**

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3705	R&H 48DS Dewars	**£71.99**
R3707	R&H 48DS Longmorn	**£71.99**
R3901	Cl 60 Colas	**£161.99**
R3899	BR Class 08 yellow	**£166.95**
R30030	Cl87 City of Glasgow	**£196.20**
R30203	Class 121 Coca-Cola	**£87.30**
R30152	GBRf Class 66 Sector	**£87.30**
R30180	BR Class 37 Intercity	**£87.30**
R30013	R&H 48DS Gower Princess	**£98.10**
R3896	R&H 88DS BR Green	**£102.59**
R30141	GBRF Class 08	**£179.99**
R30301	TXS BR Cl. 08 SOUND	**£237.60**
R30424	Cl. 91 GNER	**£220.49**
R30015	Ruston WMJEA	**£112.50**
R30431	Cl. 73 73132	**£80.99**
R1289M	Retro HST set	**£152.99**
R30435	TXS Class37 'Police' SOUND	**£134.99**

HORNBY TRACK

R083	Buffer Stop	**£2.95**
R207	Track Fixing Pins	**£3.25**
R600	Straight	**£2.70**
R601	Double Straight	**£3.15**
R604	Curve 1st Radius	**£2.85**
R605	Double Curve 1st Rad	**£3.90**
R606	Curve 2nd Rad.	**£3.05**
R607	Double Curve 2nd Rad.	**£3.90**
R608	Curve 3rd Rad.	**£3.15**
R609	Double Curve 3rd Rad.	**£3.90**
R610	Short Straight	**£2.00**
R614	LH Diamond Crossing	**£16.85**
R615	RH Diamond Crossing	**£16.85**
R617	Uncoupling Ramp	**£3.95**
R618	Double Isolating Rail	**£12.15**
R620	Railer Uncoupler	**£6.95**
R628	Half Curve 3rd Rad.	**£2.80**
R643	Half Curve 2nd Rad.	**£2.25**
R8072	LH Point	**£11.85**
R8073	RH Point	**£11.85**
R8074	LH Curved Point	**£18.85**
R8075	RH Curved Point	**£18.85**
R8076	Y Point	**£13.90**
R8077	LH Express Point	**£18.85**
R8078	RH Express Point	**£18.85**
R8261	4th radius curve	**£2.80**
R8206	Power Track	**£8.95**
R8262	4th rad. Double curve	**£3.95**

BACHMANN STEAM LOCOMOTIVES

35-077	E4 BR Early	**£93.45**
35-078	E4 BR Late	**£93.45**
31-001	Robinson BR Late Crest	**£94.99**
31-002	Robinson BR Early Crest	**£94.99**
31-127	CL3000 BR ROD	**£118.45**
31-128	BR ROD Weathered	**£105.45**
31-136DC	D11/2	**£115.90**
31-931	LMS Compound	**£112.90**
31-932DC	BR Compound	**£127.75**
31-461A	C Class SR Black	**£106.20**
31-481	G2A BR Early	**£114.70**
32-131A	GWR 4575	**£140.20**
35-080	LBSC E4 SR Black	**£140.20**
35-075A	LBSC E4 Lined Umber	**£140.20**

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

35-126	Harry Needle Cl20	**£152.95**
35-418	BR Class 47 Construction	**£203.95**
35-419	BR Class 47 Rft Distribution	**£203.95**
32-620	Cl. 90 Freightliner grey	**£195.45**
32-619	Cl. 90 EWS	**£195.45**
32-615	Cl. 90 Virgin Trains	**£195.45**
32-614	Cl. 90 BR RES red/grey	**£195.45**
32-613	Cl. 90 Intercity Mainline	**£195.45**
32-612A	Cl. 90 Freightliner green	**£195.45**
31-267A	Class 419 MLV Blue/Grey	**£135.95**
31-265A	Class 419 MLV BR green	**£135.95**
35-337	Class 37/4 Railfreight Metals	**£208.20**
31-502A	Cl158 WPTE Metro	**£280.45**
E83031	Cl. 144 BR WYPTE Metro	**£212.45**
E83022	Cl. 143 BR Provincial	**£212.45**
35-352	BR Cl. 20 BR Green	**£191.20**
32-652A	BR Cl44 Blue Ingleborough	**£161.45**
32-704	BR Cl46 Blue weathered	**£169.95**
32-702A	BR Cl46 Green	**£171.45**
32-679A	BR Cl45 Green	**£161.45**

EXCLUSIVE PECO N GAUGE TTA WAGONS

NR-P987B	Shell/BP black no. 5175 **£13.45**
NR-P987C	Shell/BP black no. 5177 **£13.45**
NR-P987G	Shell/BP black no. 5171 **£13.45**
NR-P987H	Shell/BP black no. 5176 **£13.45**
NR-P987I	Shell/BP black no. 5174 **£13.45**
NR-P987JW	Shell/BP black no. 5173 weathered **£14.25**
NR-P987KW	Shell/BP black no. 5179 weathered **£14.25**
NR-P987LW	Shell/BP black no. 5168 weathered **£14.25**
NR-P993A	BP Grey no. BPO67266 **£13.45**
NR-P993B	BP Grey no. BPO67082 **£13.45**
NR-P993C	BP Grey no. BPO67095 **£13.45**
NR-P993DW	BPGrey BPO67168 wth **£14.25**
NR-P993EW	BPGrey BPO67177 wth **£14.25**
NR-P993FW	BPGrey BPO67184 wth **£14.25**
NR-P994A	BP Green no. BPO67161 **£13.45**
NR-P994B	BP Green no. BPO67162 **£13.45**
NR-P994C	BP Green no. BPO67368 **£13.45**
NR-P994DW	BP Green no. BPO67765 **£14.25**
NR-P994EW	BP Green no. BPO67783 **£14.25**
NR-P994FW	BP Green no. BPO67574 **£14.25**
NR-P995A	BP Black no. BPO65762 **£13.45**
NR-P995B	BP Black no. BPO65764 **£13.45**
NR-P995C	BP Black no. BPO65771 **£13.45**
NR-P995DW	BP Black no. BPO65770 **£14.25**
NR-P995EW	BP Black no. BPO65765 **£14.25**
NR-P995FW	BP Black no. BPO65766 **£14.25**

Offers on above wagons
Any 3 pristine £39.60
Any 3 weathered..... £42.00
3 weathered + 3 pristine..... £79.50

HELJAN

2847	Class 02 Industrial Yellow **£143.65**
2850	Class 02 Industrial Green wthd **£152.15**
GM4240401	Cl. 02 Redland **£144.46**
GM4240402	Cl02 BR Blue **£144.46**

RAPIDO

913002	L & M Lion (1980s) **£152.95**
903007	Hunslet 16" Thorne **£109.50**
914004	LMS Jones Goods (Early) **£186.50**
914005	LMS Jones Goods Lined **£186.50**
903013	Hunslet Beatrice (Preserved) **£109.50**
903016	Hunslet John Shaw **£109.50**
903017	Hunslet Primrose No.2 **£109.50**
966003	SECR 01 SECRGrey **£169.95**
966004	SECR 01 SR Lined black **£169.95**
966005	SECR 01 SR Plain Black **£169.95**
966007	SECR 01 SR Bullied Sunshine **£169.95**

DAPOL N GAUGE

2D-005-000	Cl.59 59005 Foster Yeoman **£146.90**
2D-005-001	Cl.59 59103 A.R.C. **£146.90**
2D-005-002	Cl.59 59206 DB Schenker **£146.90**
2D-005-003	Cl.59 59204 National Power **£146.90**
2D-005-004	Cl.59 59104 Hanson **£146.90**
2D-005-005	Cl.59 59005 Aggregate Industries **£146.90**
2D-023-002	Class 221 Virgin **£213.75**
2D-023-004	Class 221 Avanti **£213.75**
2D-010-013	Cl 67 TfW **£123.95**
GM2210801	Cl.86 Rainhill **£110.45**

GRAHAM FARISH N GAUGE

371-007ASF	BR Class 08 Grey SOUND **£208.20**
371-011SF	BR Class 08 Network Rail SOUND **£208.20**
371-012	BR Class 08 RES **£123.20**
371-336	Class 150/1 GMPTE **£203.95**
371-659	Class 57 ARRIVA Wales **£165.70**
372-876	Class 319 Thameslink **£297.45**
372-877	Class 319 Northern **£297.45**
371-825D	Cl 47 BR Green **£152.95**
371-825E	Cl 47 BR Green **£152.95**

EXHIBITIONS 2026

LONDON..... MARCH 21-22
CHELTENHAM .....APRIL 11-12

LARGE QUANTITY OF QUALITY SECOND HAND ALWAYS IN STOCK
Please contact us for details

All offers valid until 31st May 2026

POSTAGE & PACKING RATES PER ORDER:

UK Standard (48hr)	£ 5.00
UK Standard (24hr)	£ 6.00
UK Special Delivery Next Day	£13.00
UK Special Delivery By 1pm	£15.00
UK Courier Next Day	£17.00

Worldwide at cost. VAT free to non EC

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

**** Please allow 7 days for clearance when paying by cheque ****

PLEASE QUOTE SPECIAL PRICES WHEN YOU VISIT US.
Credit Cards Welcome...
Visa, Mastercard & Switch

FOOTPLATE

Looking to sell your models?

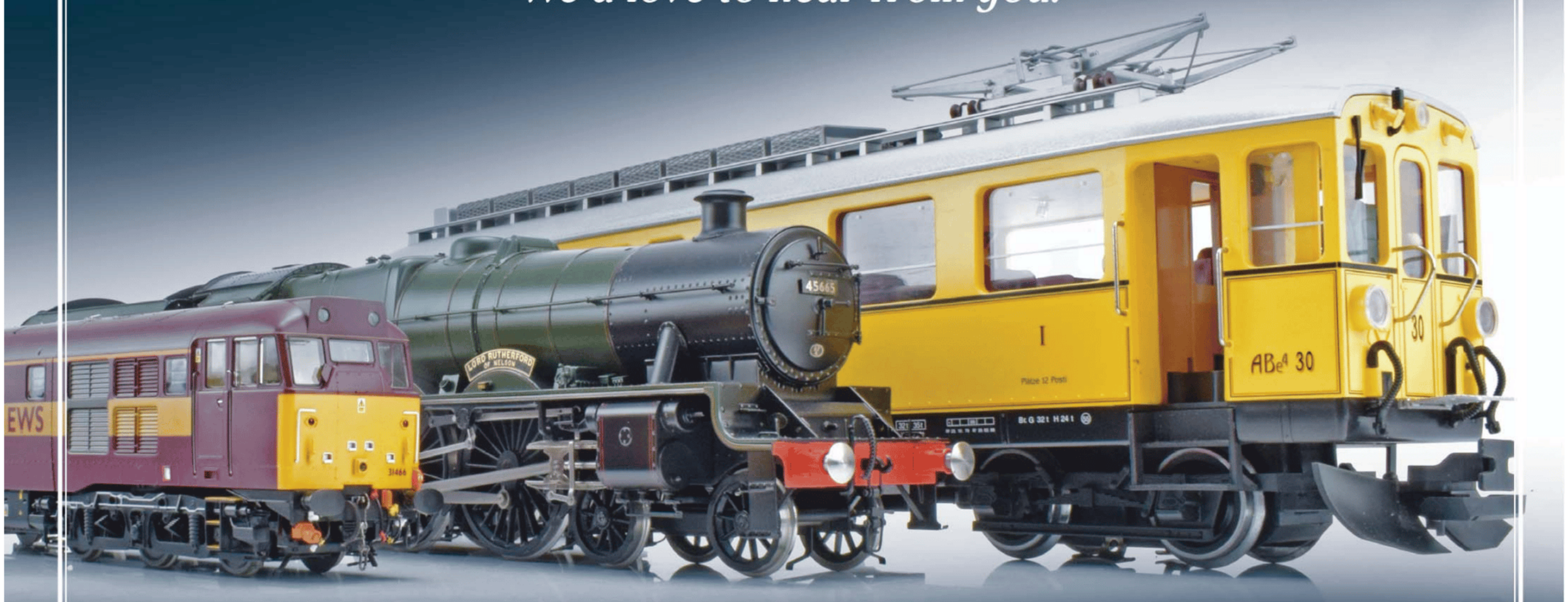
With over 30 years of trusted expertise, our father-and-son team, Derek and Richard, have helped manage large collections, deceased estates, probate valuations, and more. Our deep knowledge and passion for railways ensure of a professional yet friendly service.

We buy all types of railway models, from Z Gauge through to Large Scale - no collection is too big!

"A friendly, knowledgeable service from true railway enthusiasts."

You can fill out our quick and easy form on our website or reach out to us using the details below.

We'd love to hear from you!



Contact us on : 01562 750076 / 01270 421717

www.FOOTPLATE.co.uk ~ info@footplate.co.uk

OVER
50 YEARS
OF RAILS

ESTD **RAILS** 1970
OF SHEFFIELD

ESTD 1970
FOUNDED
IN SHEFFIELD

PROUD WINNERS OF THESE RECENT AWARDS:

HORNBY magazine MODEL RAILWAY Awards 2025

MODEL RAIL MODEL OF THE YEAR 2024

BRITISH RAILWAY MODELLING AWARDS 2024

WE STOCK ALL THE MAJOR BRANDS

plus many, many more...



SCAN CODE TO SEE INSIDE OUR SHOP ◀ UPPER STORE

ON GOOGLE STREET VIEW! CHECK IT OUT LOWER STORE ▶





NEW SHEFFIELD STATION STORE NOW OPEN!



SCAN CODE TO SEE INSIDE!

PRE-ORDER
WITH CONFIDENCE
AT RAILS

VISIT US **IN-STORE**
OR SHOP **ONLINE**

railsofsheffield.com



Visit our stunning store
click 'n' collect / huge stock
pre-owned stock in-store and online

See our website for full listings of stock
INCLUDING *SPECIAL OFFERS + GREAT DEALS*

See our **PRE-OWNED** range
added daily to the website

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

STATION STORE
Open 7 days a week (10am to 6pm)
CHESTERFIELD ROAD - FLAGSHIP
Open Mon-Tue + Thurs-Sun (9am to 5pm)

RAILS TV & SOCIAL MEDIA...
Like us on:
railsofsheffield | railsofsheffield | railssheffield | railsofsheffield

ebay store
Search:
RAILS-OF-SHEFFIELD
RAILS-SHEFFIELD

SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30- 44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com | railsofsheffield | railsofsheffield | railssheffield | railsofsheffield

Corporate Partners of RAILWAY MUSEUM

Hattons

YOUR ULTIMATE MODEL RAILWAY RESEARCH TOOL

THE HATTONS DIRECTORY

The ever-growing resource to help you get more from the hobby continues!

Visit: **HATTONS.CO.UK**

Join our exclusive ***REWARDS SCHEME*** to earn points from purchases and unlock special features while you shop with us at Rails of Sheffield!

The more points you collect, the more you save!

SEE WEBSITE FOR MORE DETAILS

RAILS REWARDS · RAILS REWARDS ·

Founded over 50 years ago, our family-run business is built on a traditional blend of delivering quality products, at good prices and honest customer service.

Our team of knowledgeable individuals have a genuine passion for all things railway-related. We have embraced technology along our journey, recently incorporating state-of-the-art offices, warehouse and packing facilities into our operation. But don't just take our word for it, see some of our ★★★★★ Google reviews below!

WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

T. Smart ★★★★★

I sold some used items to Rails recently, handled by Jake in the second-hand department.

All went very smoothly - once I'd packaged the items up, it was collected free of charge and I got a good price that was transferred direct to my bank a day after they received the items.

My first port of call for all buying and selling, new and used. A+

S. Barltett ★★★★★

Popped in last week to have a quick look. Wow, blast from the past! Huge collection of vintage toys, like a kid in a sweet shop. Recommend to anyone, shop assistant was very friendly and helpful, I'll definitely be going again.

R. Smalley ★★★★★

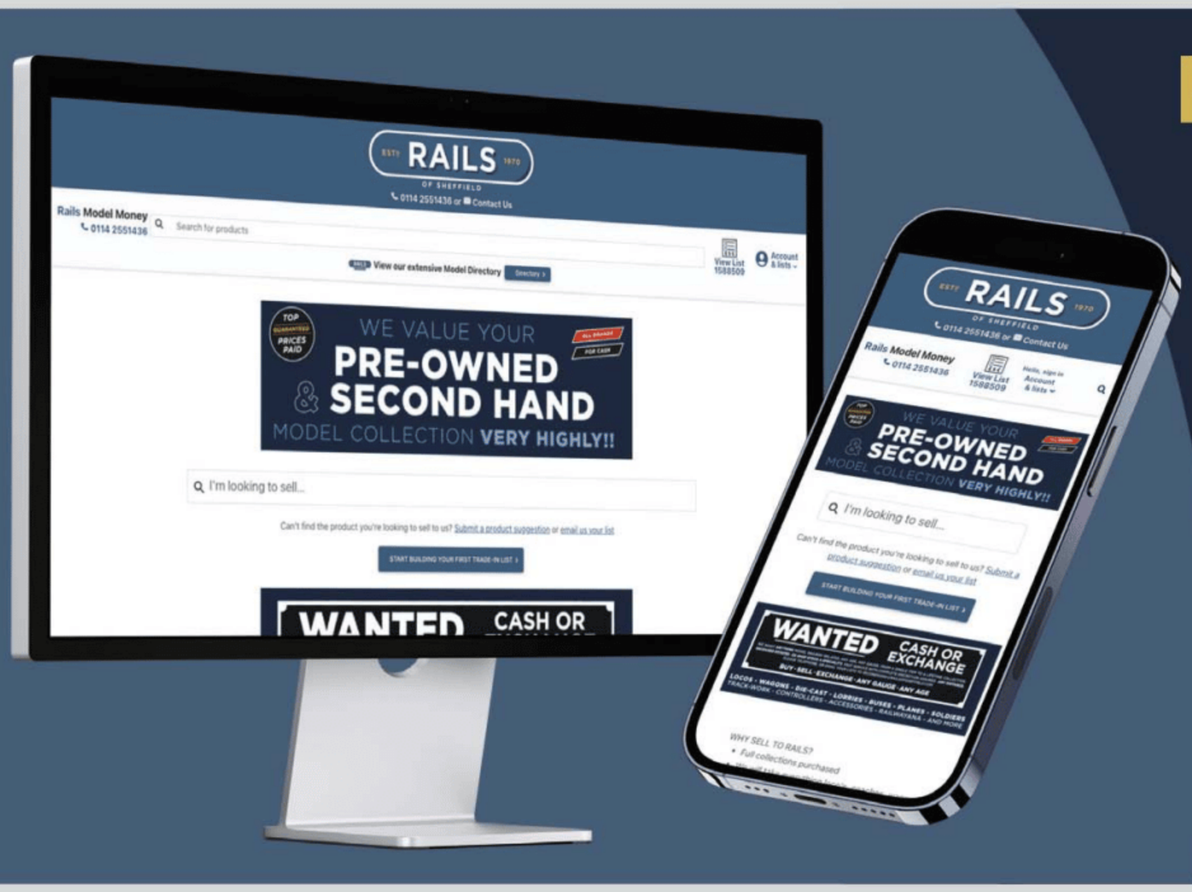
Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

I'm an international buyer, and particularly a fan of British N Gauge, my orders have always been fulfilled and packed above and beyond my expectations. The prices even factoring in the current exchange rate of the AUD to GDP and postage are often cheaper than what I can source here in Australia. A wide selection of manufacturers and models. I'd highly recommend this store.

D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!



RAILS MODEL MONEY

THE BEST WAY TO TRADE IN AT RAILS

- COMPREHENSIVE DATABASE
- SUPER FAST VALUATIONS
- EASY TO USE SEARCH FEATURES
- DEDICATED TEAM, 6 DAYS-A-WEEK

MODELRAILWAYS.CO.UK

PROUD WINNERS OF THESE RECENT AWARDS:

HORNBY magazine MODEL RAILWAY Awards 2025

MODEL RAIL MODEL OF THE YEAR 2024

BRITISH RAILWAY MODELLING AWARDS 2024

ESTD RAILS 1970

OF SHEFFIELD

FAMILY BUSINESS

FRIENDLY SERVICE

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION VERY HIGHLY!

1 CONTACT US
get in touch by email, phone or post with your list of items

2 OUR OFFER
our friendly staff will review your list and make an honest valuation offer

3 PACKAGE
either visit the shop, send us your items, or we can collect larger collections

4 PAYMENT!
fast, secure payment via your choice on confirming of the value offer – easy!

IMMEDIATE PAYMENT IN 4 EASY STEPS

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

SCAN FOR MORE INFO!

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

R. Rae ★★★★★

I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.

Google Reviews ★★★★★

Make our day by leaving us a 5 star review!



TOP GUARANTEED PRICES PAID

Quote Ref: BRM26

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

www.railsofsheffield.com

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railsshеffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

EXCLUSIVES

RAILS LIMITED

FOUNDED IN SHEFFIELD

EXCLUSIVES

OO, N, O GAUGE MODELS

SEE THE WEBSITE FOR FULL DETAILS:

IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY

NOW AVAILABLE ***WEATHERED***



DAPOL
CLASS 88
DRS ELECTRO-DIESEL
BUY NOW!
From £199.95



ACCURASCALE
CLASS 89
VARIOUS VERSIONS
BUY NOW!
From £229.99



DAPOL
BLACK LABEL
CLASS A4
VARIOUS VERSIONS
BUY NOW!
£399.00



BACHMANN
DERBY 2-CAR BEMU
TEST UNIT 'GEMINI'
BUY NOW!
£269.95



HELJAN
CLASS 80 18100
BR GAS TURBINE
BUY NOW!
From £169.50



SONIC
ROBINSON A5
GCR CLASS 9N 4-6-2
BUY NOW!
From £149.95



DAPOL
BLACK LABEL
GWR Q13 INSPECTION SALOON
VARIOUS VERSIONS
BUY NOW!
From £149.95



CAVALEX
CLASS 60
VARIOUS VERSIONS
BUY NOW!
From £194.95



HELJAN
BUY NOW!
From £199.95
CLASS 28
VARIOUS VERSIONS



NEW
RAILS OF SHEFFIELD STORE
LOW RELIEF SHOP
SCENECRAFT
BUY NOW!
£42.95



EXCLUSIVE TO RAILS

BUY NOW!
£19.95
JUST Threads
HERITAGE T SHIRTS
BR, GWR & MANY MORE!

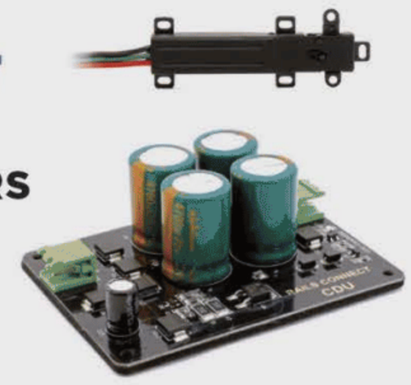


RAPIDO
BUY NOW!
From £179.95
CLASS J52/2 0-6-0 STEAM TANK

RAILS CONNECT

DECODERS, POINT MOTORS & MORE!

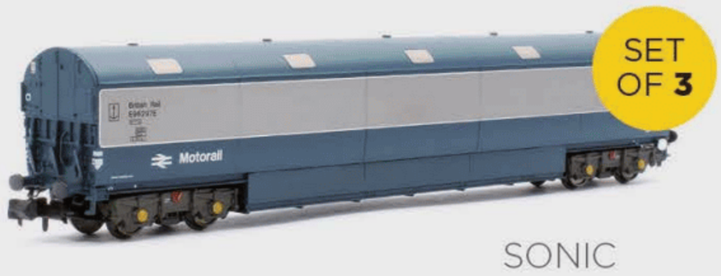
BUY NOW!
From £5.95



O GAUGE



DAPOL
J94 AUSTERITY
'WARRINGTON'
BUY NOW!
From £269.95



SET OF 3

SONIC
NEWTON CHAMBERS
CAR TRANSPORTER
BUY NOW!
£124.95



SONIC
BUY NOW!
£69.95



SET OF 3

VENTILATED VANS BR 12T
8 VERSIONS

N GAUGE



DAPOL
CLASS 59 206
'JOHN F YEOMAN'
BUY NOW!
£99.50 ~~£129.50~~



SONIC
CLASS 5101
2-6-2 LARGE PRAIRIE
BUY NOW!
£129.95

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

COLLECTION

LATEST AVAILABILITY, ARRIVAL DATES AND CURRENT PRICES

PROUD WINNERS OF THESE RECENT AWARDS

BRITISH RAILWAY MODELLING AWARDS 2024

HORNBY magazine MODEL RAILWAY Awards 2025

MODEL RAIL MODEL OF THE YEAR 2024

FORTHCOMING RELEASES / PRE-ORDER NOW!

NEW



HORNBY
CLASS 66 GBRf
VARIOUS VERSIONS
PRE-ORDER! *From* £94.99

NEW



DAPOL
CLASS A1X TERRIER
VARIOUS VERSIONS
PRE-ORDER! *From* £139.95

NEW



BACHMANN
PRE-ORDER! £59.95
BSK RESEARCH COACHES MK1

NEW



BACHMANN
LMS 10000
BLACK & CHROME
PRE-ORDER! *From* £209.95



BACHMANN
NER SNOWPLOUGH
VARIOUS VERSIONS
PRE-ORDER! *From* £69.95

NEW



O GAUGE *ALSO AVAILABLE*

CLARK RAILWORKS
LYR CLASS 'PUG'
0-4-0ST 1288
PRE-ORDER! *From* £150.00





RAPIDO
LBSCR BRAKE VAN
VARIOUS VERSIONS
PRE-ORDER! *From* £44.95

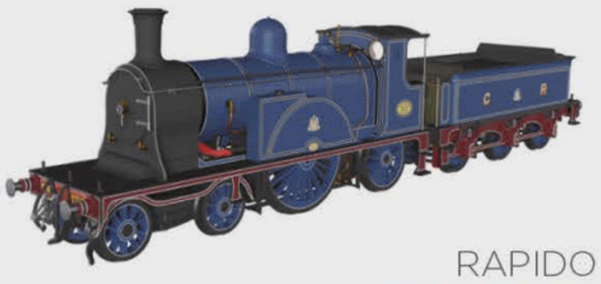
5-CAR SET



NEW



CLASS 180
EAST MIDLANDS TRAINS DMU
REVOLUTION
PRE-ORDER! *From* £224.95



RAPIDO
CR SINGLE NO.123
4-2-2 CR DARK BLUE
PRE-ORDER! *From* £224.95



RAPIDO
USATC S160 2-8-0
PRE-ORDER! £269.95



CLASS 56
VARIOUS VERSIONS
CAVALEX
PRE-ORDER! *From* £189.95

NEW



OXFORD
PRE-ORDER!
£11.95
MERCEDES SPRINTER VAN
(INITIAL MOCKUP SHOWN)



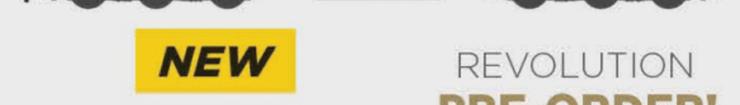
CLASS 47
VARIOUS VERSIONS
CAVALEX
PRE-ORDER! *From* £209.95



WD AUSTERITY 2-10-0
CLARK RAILWORKS
PRE-ORDER! £269.95



PXA/JXA WAGONS
CAVALEX
PRE-ORDER! *From* £49.95



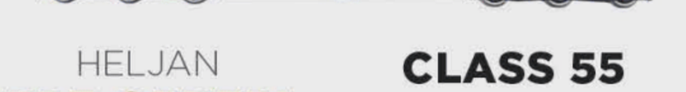
NEW

CLASS 66
GB RAILFREIGHT RAILWAY 200
REVOLUTION
PRE-ORDER!
From £159.95

N GAUGE



REVOLUTION
PRE-ORDER!
From £269.95
CLASS 313 EMU
& T7 TRANSLATOR VEHICLES



HELJAN
PRE-ORDER!
£189.99
CLASS 55
'DELTIC' VARIOUS VERSIONS

TT:120 *SCALE*



HELJAN
PRE-ORDER!
£189.99
CLASS 122
SINGLE CAR DMU BR GREEN

00 *GAUGE*

NEW



RAPIDO
WAR DEPT.
SIRDAR CLASS 0-4-0 & WAGONS *From* £81.85
PRE-ORDER!



DAPOL
PRE-ORDER!
From £395.00
CLASS 66 779
'EVENING STAR'

O *GAUGE*

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railsofsheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

SELL YOUR MODELS

TMC
The MODEL CENTRE

SELL YOUR MODELS with confidence to TMC. We'll give your model collection the care – and value – it deserves.

Why we're trusted...

- Fair, competitive offers, based on current market demand and condition of items
- No hassle – we handle everything from valuation to payment
- Expert appraisals – our experienced model railway specialists have decades of combined experience and carefully assess each item
- Nationwide service – we can arrange collection from anywhere in the UK
- Our reputation speaks for itself, rated 4.9/5.0 on Trustpilot by 4,300+ loyal customers, and growing!

Get started with a quick valuation. Scan this QR code, with your phone.

SCAN ME

Fast. Simple. Competitive prices paid

1 Get in touch with details or photos of your models

2 Our experts provide a fair, no-obligation offer

3 Once agreed, we arrange for safe transport

4 We check all items, then arrange prompt payment

"Whole collections wanted – quick valuations, fast payments."

"We treat every collection as if it were our own – ensuring it's handled with the respect it deserves."

WE'RE BUYING...



Unused track & points in packaging



Controllers & accessories



Great rolling stock*



Quality locomotives*

*Quality customised pre-owned models a speciality

We also buy...

Die-cast aircraft and vehicles
Scenery and model consumables
Complete train sets and train packs
Unused, boxed resin model buildings
Unused & boxed locomotive decoders
Model railway controllers (analogue & DCC)
Complete and boxed plastic model railway kits
Unused modelling tools (eg. static grass applicators)

★★★★★ ✓ Verified

Service with a smile

I have shopped with TMC for a couple of decades and, throughout, I have found them extremely friendly, helpful and, above all, reliable.

TMC The MODEL CENTRE

Claimed profile

The Model Centre

Reviews 4,397 · ★★★★★ 4.9

★★★★★

I recently sold some items through TMC

I recently sold some items through TMC, and was quite sure what to expect as it was the first time I had sold items this way. I needn't have had any anxiety, the Pre-Owned Team there were very helpful and guided me through every step

★★★★★ ✓ Verified

Easy to order and a fast efficient...

Easy to order and a fast efficient service also great to be kept updated with progress of the delivery.
Must be difficult to improve on perfection.
Well done for looking after your customers.

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

SCAN FOR GREAT VALUE KITS!

METCALFE

Card Construction Kits

metcalfemodels.com ☎ 01729 830072 info@metcalfemodels.com

WELCOME TO THE MINIATURE WORLD OF METCALFE MODELS



LITTLE CARDLEYWICK STATION

00 SCALE PO315 £15.50
N SCALE PN915 £12.00

A space saving station with all the features of a large station. Image below shows the rear of station building.



S&C STATION MASTERS HOUSE

00 SCALE PO335 £15.00
N SCALE PN935 £12.00

Designed to stand alongside our Settle Carlisle range of buildings. Features laser cut window frames, bargeboards & ridge tiles.



LITTLE CARDLEYWICK STATION SHELTER

00 SCALE PO316 £10.00 / N SCALE PN916 £7.00

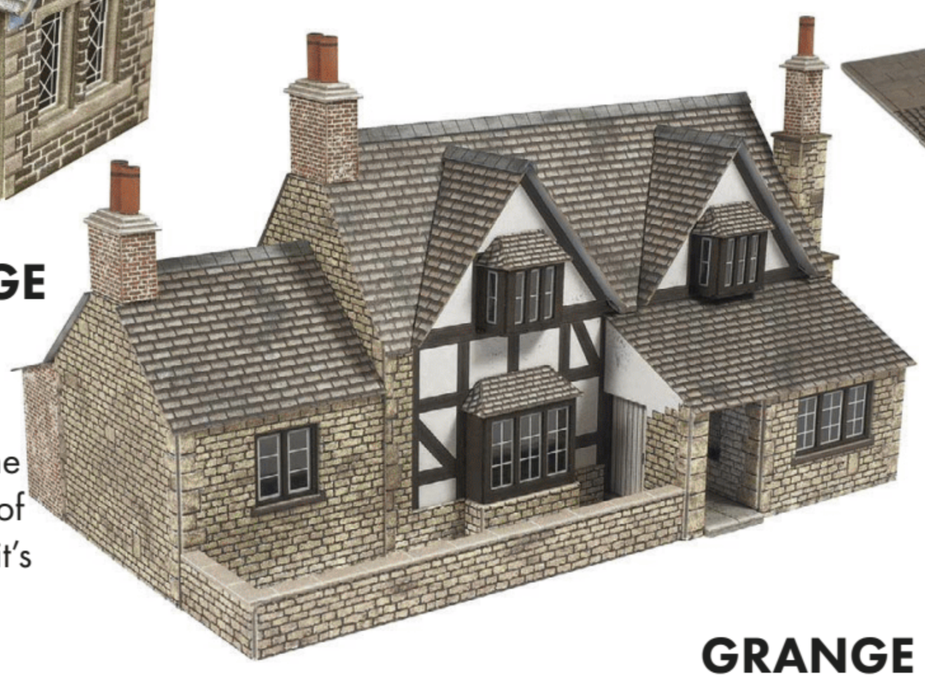




COACHING INN

00 SCALE PO228 £14.00
N SCALE PN128 £11.00

A lovely detailed corner Coaching Inn, a must for any village or town layout. Comes with a selections of signs.



TOWN END COTTAGE

00 SCALE PO267 £15.00
N SCALE PN167 £12.50

A quintessential medieval stone cottage, based on the village of Lacock in Wiltshire, famed for it's appearances in many TV shows & films.



WORKERS COTTAGES

00 SCALE PO255 £15.00
N SCALE PN155 £13.00



GRANGE HOUSE

00 SCALE PO257 £13.00
N SCALE PN157 £9.00

A beautifully proportioned country home. Looks great with other country buildings.



@metcalfemodels metcalfemodelsandtoys

Call or e-mail us for a FREE catalogue!

METCALFE

Card Construction Kits

metcalfemodels.com 01729 830072 info@metcalfemodels.com

AN INEXPENSIVE WAY TO CREATE GREAT SCENES

VILLAGE SCHOOL

00 SCALE PO253 £12.00 / N SCALE PN153 £11.50

A small country school complete with outbuildings (loo's) and a bike shed. N scale kit also comes with a playground and walls, see image below.



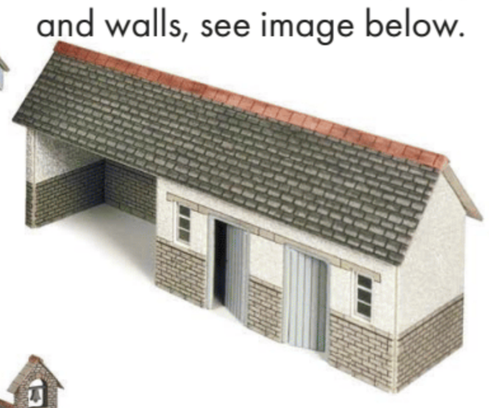




Image shown left is the N scale Village School PN153



VILLAGE SHOP & CAFE

00 SCALE PO254 £14.00 / N SCALE PN154 £10.50

Every village should have a shop & cafe! This beautifully designed kit looks great in any country scene.



PARISH CHURCH

00 SCALE PO226 £19.00
N SCALE PN926 £14.00

A detailed semi-Gothic parish church. Based on St Michael the Archangel Kirkby Malham in the Yorkshire Dales.



NISSEN HUT

00 SCALE PO415 £7.50
N SCALE PN815 £5.75

Designed back in 1916 during WW1, the Nissen Hut came into its own during WW2 as a quick build, multi use hut. Many since have been converted to workshops and agriculture use.

PLATFORM BENCHES

00 SCALE ONLY
PO502 £5.75

A set of 4 single benches and 1 double sided bench.





Image left shows the rear of the main station building.

COUNTRY STATION

00 SCALE PO237 £19.00
N SCALE PN137 £15.00

A popular red brick station based on standard designs by Cheshire Lines Railway. Comes with laser cut fine details. Platform shelter included, see image right.





@metcalfemodels metcalfemodelsandtoys

Est. 1958

Warwick & Warwick

Auctioneers and Valuers

01926 499 031

www.warwickandwarwick.com



Free Valuations

Our specialist valuers have a wealth of knowledge and are happy to provide free, no obligation valuations for collections large and small.

Sell Your Collection

Our bi-monthly specialist online auctions attract bidders from around the world. Hosted by Easy Live Auction, we can help you achieve the best possible return. Private Treaty sales also considered.





Call us today!

If you are interested in buying or selling at auction, contact us today to speak to one of our friendly experts.

Warwick & Warwick Ltd, Chalon House, Scar Bank, Millers Road, Warwick, England, CV34 5DB
info@warwickandwarwick.com

/warwickandwarwick @warwickauctions @warwickandwarwick easyLiveAuction.com

Revolution trains

Making waves...!

N gauge - 1:148 scale



Revolution sets sail with Rainbow and TMC!

Rainbow Railways and The Model Centre have teamed up to offer Revolution's highly regarded DB Class 66 in the striking blue livery of Maritime Transport.

The entire fleet of seven locomotives can be ordered, subject to availability, and each model is supplied with photo-etched nameplates and detail accessory pack.



66005 *Maritime Intermodal One* - 66047 *Maritime Intermodal Two* - 66142 *Maritime Intermodal Three*

66051 *Maritime Intermodal Four* - 66162 *Maritime Intermodal Five* - 66090 *Maritime Intermodal Six*

66148 *Maritime Intermodal Seven*

DC silent £169.95 MSRP

Models also available weathered or sound-fitted. Order direct from rainbowrailways.co.uk or themodelcentre.com.

RR Rainbow Railways

TMC The MODEL CENTRE

www.revolutiontrains.com

Revolution Trains @baby_pendo

REALISTIC RUNNING

Operational accuracy reigns supreme for this club's newest layout, which was designed from the outset to push boundaries and showcase technical innovation.

Words: Andrew Denholm/Paul Jenkins **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Broadwell
SCALE/GAUGE: 4mm:1ft/16.5mm/OO finescale
SIZE: 21ft x 10ft
ERA/REGION: BR Western & BR Southern/1955 and 1965
LAYOUT TYPE: Continuous run

A Southern express service to London waits for the signal to depart. In the parcels depot, the staff are working hard, shifting goods to the train. Taken from ground level, the view of the hand-soldered track with painted rail web belies the effort taken to achieve the desired visual effect.

TOP RIGHT:
The view from the station forecourt. Two ladies discuss their day out while waiting for the bus, which has just pulled up. 'Woollies' and the Railway Hotel complete the scene.

MIDDLE RIGHT:
A Warship heading an express starts out from the station, passing a freight train crossing to the up relief outside the panel signal box.

BELOW: The townscape in the far right distance can be seen encroaching on the station as Broadwell grows. A busy scene with three trains in the station area. The signal gantry is made of etched brass and developed from those that were in use in the Cardiff area.





'Broadwell' is the latest exhibition layout built by the Cardiff Model Engineering Society. A fictitious BR (Western) & BR (Southern) Devon/Dorset coast route, which covers a broad 10-year span of British Railways ownership from 1955 to 1965. The town of Broadwell is located on the south-west corner of Lyme Regis Bay.

Although our previous exhibition layouts have been pre-grouping era, the BR late steam era is of interest to most of our members and it was also an era for which we already had a lot of suitable stock. However, it was the technical challenges of making and operating LED searchlight signals that gave us the incentive to go for this era.

The layout must be operational at all of our Society's public open days throughout the year, therefore, its primary role must include the flexibility to provide multi-train movements and entertainment for our very enthusiastic younger generation of viewers. They are, after all, the future of our hobby.

However, at the same time, it was designed to push boundaries and showcase technical innovation, including many of the features we see in the real railway. These include computer control of signals and points, automated route-setting, simple train detection and real-time train monitoring and visibility of trains on a public-facing video screen.

> "The operation is based around a 60-movement sequence from which train information is displayed to the front of the layout on a 40-inch TV monitor."



Computer control

This layout packs a lot into its 21ft x 10ft dimensions. It supports up to four-train running in and out of a 10-track fiddle yard capable of holding 32 trains, where six of the fiddle yard roads are bi-directional. This and all its incumbent technology was designed in a modular way for ease of mobility, allowing us to attend exhibitions with just a Luton-type van.

The layout was designed using Computer Aided Design [CAD], which allowed all of the parallel tracks to be proven for loading gauge clearances before construction took place.

We use full computer-controlled operation of the points and route-setting, along with the automated setting of the GWR-style searchlight signals.

The operation is based around a 60-movement sequence from which train information is displayed to the front of the layout on a 40-inch TV monitor. Train detection using Infra Red [IR] detectors is in use and headcodes are allocated to trains. This means trains can be tracked on the public-facing TV screen in a similar way to modern-day train tracking websites.





ABOVE: The carriage cleaner is being urged to finish his job so a departure can be made. The edge of the embankment is gradually eroding away, with rock strata being visible.

MIDDLE LEFT: The Art Deco station buildings dominate this scene. However, a police car with a new "panda car" livery is parked up with its driver keeping a close eye on the miscreant sitting on the wall.

BOTTOM LEFT: The sweeping curves of the hand-built track at ground level, which allow the Warship to accelerate, can be appreciated in this image.

ABOVE: Several train spotters take advantage of the BRUTEs to rest between trains. The platform lights are still illuminated during daytime. The brown totem station nameplates confirm this is WR territory despite the large number of SR trains.



MIDDLE RIGHT: A Derby Lightweight 2-car DMU is seen running parallel with an NBL Type 2 locomotive on a china clay train. An unidentified loco at the head of a mixed rake of carriages has been signalled out of the station.



BOTTOM RIGHT: A wide view of the up end of the station. Several passengers enjoy the unusually warm weather while waiting for the service.

The layout supports both DC and DCC operation, although we only use DC for exhibition running simply because the exhibition locos are not DCC-fitted. The point motors are bespoke-designed and hand-built by club members. They were designed for robustness, which has proved to be true, but they clearly weren't designed for quiet operation!

We use handheld Gaugemaster Feedback controllers, which have proved very reliable over the years and provide smooth control for realistic running.

An alternative method of control uses standard Remote Control [R/C] technology that controls the track voltage so any train can be driven from outside the layout. So, if the loco of that train is fitted with a video camera, it presents an additional challenge to drive the train by looking at the monitor.

Busy operations

At the start of the day, the operators switch on the Automatic Route Selection software, set the sequence to move number 1 and manually-control the movement of the trains. All route setting and signal setting and unsetting is done by the computer. When each sequence move

is finished, the operators manually-increment the sequence number and continue through the sequence. At the end of move 60, the stock ends up at its correct location to restart the sequence again at move 1. A description of each train, its origin and destination is displayed on the video screen as the sequence number increments.

Other occasional features include a radio-controlled Volkwagen camper van, which is driven onto a 'motorail' flat wagon and a radio-controlled road lorry, which pulls a ‘Road Railer’ wagon that can convert from road to rail operation. This can then be attached to the rear of the 'Road Railer' service that calls at the freight depot.

The computerised use of a sequence to control the train movements, points, signals, along with the visualised output to the public of each train movement, has been most pleasing and very successful. Our resident S&T engineer designed the system and its interfaces, making it a unique and involving system, both for ourselves and for our viewers at exhibitions.

The operating sequence is designed on paper and is entered into specific columns of an Excel Spreadsheet. The spreadsheet columns contain data such as Sequence Number, Train Description, Start Location, End Location, Headcode & Comments.





TOP LEFT: A view rarely seen. Taken from the rear of the layout along one of the streets, a commonplace scene in the 1940s/'50s would have been the coal man with his horse and wagon. The horse and wagon, however, would have given way to a flatbed lorry in due course.

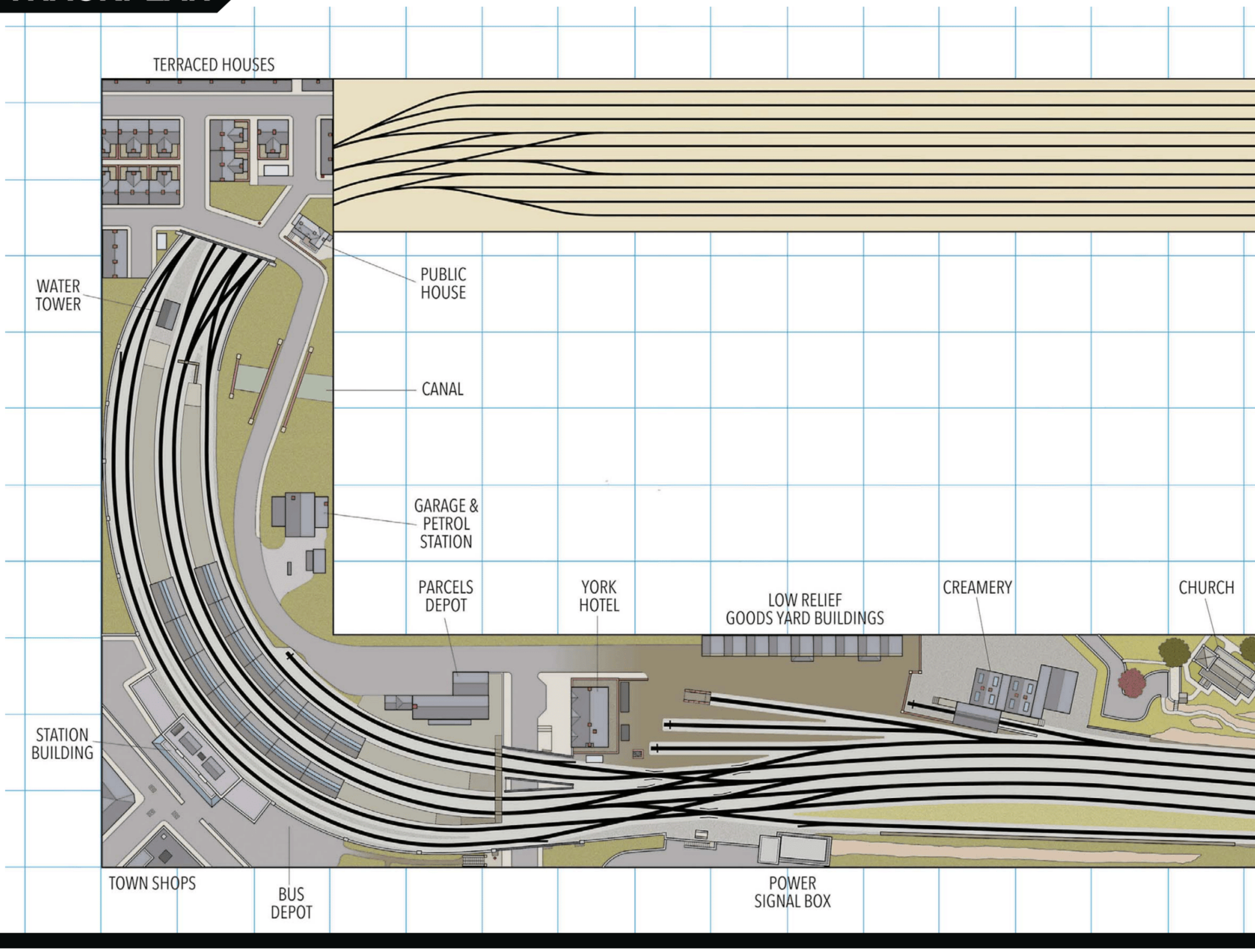
MIDDLE LEFT: A view of the York Hotel and the array of the down direction signals.

BOTTOM: The track layout on the front baseboards was designed to show-off long trains as they accelerate from or slow for the platforms. Obliging the camera is an interregional express. The milk train has finally got a green signal to leave the creamery while the autocoach is still being cleaned.

> “All of our rolling stock is proprietary; however, much of the stock is enhanced by renaming, renumbering, adding crew, real coal and the changing of the couplings.”



TRACKPLAN



MIDDLE RIGHT:
Looking down the hill towards the station. Synonymous with the South West is a Greenslades Coaches excursion on its way to the station just after crossing the canal viaduct. Entering platform 2 is a Derby Lightweight 2 car DMU, with a freight train in Platform 4.



BOTTOM RIGHT:
The 9F-hauled freight passes a pannier tank heading an autocoach, which continues to be cleaned in the carriage siding.

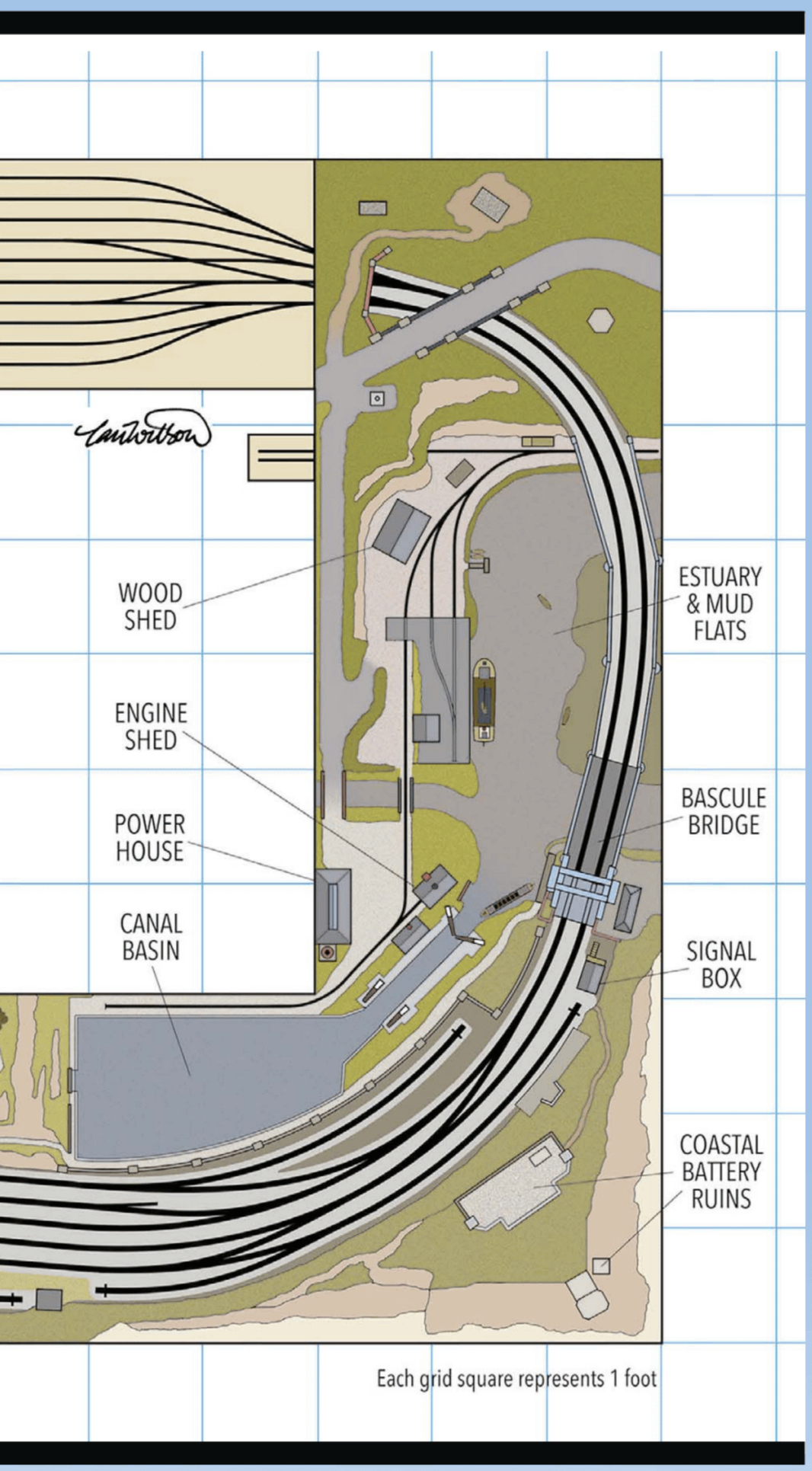


From here, a Comma-Separated (CSV) file is extracted and stored on a USB drive. The Sequence software (written in a language called Delphi) reads the Sequence file and loads the sequence data into memory, from where the Operators can control the incrementing of the sequence after each movement is complete. We have two moves (one clockwise and one anti-clockwise) per sequence number, making 120 train movements in a 60-sequence operation. On a good day, it takes about 75 minutes to complete a 60-move sequence.

Running trains

The predominant traffic is steam-hauled local passenger trains, although early diesels are just beginning to appear. This allows us to run crimson and cream, BR (Southern) green and maroon-liveried coaching stock. There is a mix of early and later 'Lion and Wheel' emblems on the steam locomotives.

'Broadwell' is a club layout; therefore, we don't insist on common rolling stock standards and compatible levels of weathering. However, the way it works out is that the BR (Southern) stock





About the Club

Name: The Cardiff Model Engineering Society
Formed: 1948 in Whitchurch, Cardiff.
Exhibition Layouts (since the mid-70s): 'Highfield Road', 'Whitchurch', 'Pen-Yr-Ffordd', 'Whitchurch Road', 'Warsash', 'Ripple Road', 'Broadwell'
Eras/Regions Modelled: Originally 1930s GWR & Southern but now 1960 BR(W) & BR(S)

The 'OO' Group benefits from being part of the Cardiff Model Engineering Society, which operates the Heath Park Miniature Railway in Heath Park, Cardiff. The society holds 12 open days per year, providing rides for the public on our 5 inch and 7¼-inch gauge ground-level track and our 5-inch gauge raised track. Our 18-inch gauge passenger-carrying tramway is also very popular. Lastly, there is a Gauge 1 all-weather outdoor layout making up a wide selection of railway scales and interests for our society members. The society affords our 'OO' members space to build layouts, as well as funding the costs of building the layouts.

Despite the long 75-year history of our society, there is one clear modelling influence that we have benefited from, namely the legendary modeller Frank Dyer. After retiring, Frank moved to South Wales and joined our society. Previously, he had built the 'Borchester' and 'Borchester Market' layouts and was in the process of building 'Hardwick Grange'. Although Frank is no longer with us, his last layout, 'Hardwick Grange', is still owned by a member of our society and is currently active on the exhibition circuit.

What we learned from Frank is the importance of operational accuracy for which he was so well known.

A dramatic quayside view of the lift bridge that is rarely seen by the public and also its builder! The bridge takes about 75 seconds to elevate to an angle of about 72 degrees. This is comparable with the prototype. A narrow boat waits at the sea lock entrance.

ABOVE: A superb view of the lifting bridge, viaduct, machinery house, lock, harbour master's office, water tank and narrow gauge overnight loco shed.



MIDDLE RIGHT: Cliffside, a narrow path takes us to the carriage cleaners' shed and a grounded coach that provides staff messing. The path continues and can be seen in the background, rising to pass the ex-coastal battery remains. A 9F hauling a goods is in the middle distance



BOTTOM RIGHT: Looking right from the front of the power house reveals a pleasant view of trains passing the sea lock with the main lines raised above quayside and canal basin level.

and the BR (Western) stock is owned by different members and therefore commonality of couplings, etc., is achieved by default on a regional basis.

All of our rolling stock is proprietary; however, much of the stock is enhanced by renaming, renumbering, adding crew, real coal and the changing of the couplings. The Southern locomotives, for example, have no tension-lock couplings of their own and are set up to work with coaches fitted with tension-lock and/or Sprat & Winkle coach couplings, and for goods trains fitted with 3-link couplings.

Handcrafted scenery

The buildings at the front of the layout are all scratch-built in Perspex and Plastikard and are either inspired by or very closely based on prototypes located throughout the country. For example, Broadwell's station building needs no introduction being based on Leamington Spa. The two-level station building at Leamington was manufactured from Portland stone and this basis fitted well with our need for a split-level station building based in Dorset. Elsewhere, the station canopies are based on Henley, the Creamery is based on Appleby, the Parcels Shed is a reversed-image

interpretation of Tetbury and the main Power Signal Box is, again, a reversed-image version of Plymouth. Lastly, the pub and the railway bridge road scene in the centre front of the layout are taken straight from Bute Street in Cardiff.

In the rear left corner of the layout, we have the area known as "Coronation Street", which is made up mainly of rows of customised and interconnected Metcalfe terraced houses that were constructed by nearly all of the members contributing to the build. In our clubroom, this area is not particularly visible to the viewing public, but at exhibitions, both sides of the layout are usually accessible for close-up viewing and we are always grateful when our viewers comment on how effective this village looks. We feel that this is very much a tribute to the quality of the Metcalfe card building designs, which are flexible enough to be enhanced and don't look out of place on a finescale exhibition layout.

'Broadwell's' most visible scenic feature is undoubtedly the Jurassic Cliffs on the front right of the layout. These were painstakingly hand-crafted by one member using undercoat plaster over a polystyrene block strata, which was shaped after being glued in position using a hot-wire cutter.





TOP LEFT: The view from the inside of the layout towards the main lines with the signals silhouetted against the sky. The beer lorry is parked ready to offload its cargo.

MIDDLE LEFT: At the front of the layout is a large building based on the 1960s Power Signal Box at Plymouth. Not normally seen by the public, the large windows reveal a model of the control panel itself. A WR "Flying Banana" leaves the carriage siding for its next turn of duty.

BOTTOM: Framed by a lightweight gantry, the parcels locomotive simmers gently for the staff to load the carriages ready for a timely departure. Based on a prototype at Tetbury, the parcels building fills an awkward space situated inside a tight curve and the roadway that drops quickly under the main lines.

> "The buildings at the front of the layout are all scratch-built in Perspex and Plastikard and are either inspired by, or very closely based on, prototypes located throughout the country."

The Exeter Central semi-fast standing in Platform 3 with its doors closed awaits departure. Incoming to Platform 4 is a late-running booked connection inter-regional train. The mini drama is lost on the passengers, taking in the sea view from the bench seat.

MIDDLE RIGHT:
The milk train, composed of 6-wheel tankers, is being shunted in the creamery sidings.



BOTTOM RIGHT:
The semi-fast train in Platform 3 is signalled to the up relief line via the points just visible to the right of the water tower and before the tunnel. A member of the loco crew waits patiently, looking back along the carriages, waiting for the guard to flag the train away.



Just behind the cliffs is Broadwell Wharf, which includes our most impressive hand-built, fully-operational scale model of a rolling bascule lift bridge. This model is based on the one still present over the River Towy at Carmarthen. Also in the wharf area is an operational OO9 scale line transporting coal, minerals and goods between Broadwell's Wharf and local inland industries via a canal.

All of the track and points were hand-built from copper-clad sleepers and code 75 rail. After painting the sleepers, dry granite ballast was applied using a proprietary ballast spreader; this was fixed down using the age-old technique of spraying watered-down PVA with a touch of washing-up liquid.

The GWR-searchlight signals are all hand-made using multi-colour LEDs and are computer-controled. The more complex of the two signal gantries features 66 hair-width wires and includes all of the shunting signals and route indicators that would have been used in the real railway.

Static grass is used across the layout to provide a consistent autumnal theme.

On display

As a club layout, we encourage all members, young and old, to operate prototypically in terms of acceleration, deceleration and line speeds. However, this is regularly challenged at our public open days, where our very young audience are screaming "Make it crash!" and "Where's *Thomas the Tank*!" at high volume. For the record, *Thomas* does appear from time to time and the looks on the kids' faces make it all worthwhile.

But as mentioned, when we run at exhibitions, we are strict at enforcing realistic operation on all of our members. We get videoed a lot and we now realise how much faster our trains appear when they are videoed. It may apparently be running really slowly, but on the video, it still looks like the *London to Brighton in Four Minutes* film.

We are currently discussing a new 'more portable' exhibition layout. As a progressive society that likes to push the boundaries, it is a constant source of amusement that we do try and build 'simple, small and portable' exhibition layouts every time, but they always end up becoming full-size projects with all the bells and whistles. The next layout is shaping up to be a 'OO' scale 16ft x 2ft quarry layout with DCC, but with the added complexity of significantly-graded inclines to shunt wagons up and down. We don't make it easy for ourselves! ■





TOP LEFT: An Austin at Broadwell garage. The forecourt attendant is just about to operate the pump – now a service consigned to history. A parade of used cars on both sides of the cabin awaits its next lucky owners.

MIDDLE LEFT: Just starting to traverse the viaduct element of the bridge is an interregional-service hauled by a former Southern locomotive. Languishing on the mud flats is a derelict fishing boat.

BOTTOM: Accelerating smoothly from Platform 2, a WR express passes the creamery and parish church. The cantilevered signal boom signal is based on a 1960s design, which was used at Acton East. Other examples were installed at Newport and Plymouth.

"'Broadwell's' most visible scenic feature is undoubtedly the Jurassic Cliffs on the front right of the layout."

COMMUNITY

EDITOR'S COMMENT

We've wrapped on The Festival of British Railway Modelling for 2026, and what a weekend it was! Visitor numbers were higher than we have seen for many years, as visitors flocked to Doncaster racecourse to enjoy all that this excellent hobby has to offer. Feedback from the show has also been fantastic, especially commenting on the high quality of layouts on display.

At the show, we also celebrated the 150-year anniversary of Sir Nigel Gresley's birth and it was great to see the public engaging with all the various clubs in attendance, plus the layouts we especially invited to celebrate the engineer's milestone anniversary.

2026 is a big year for key milestones, as not only is Sir Nigel Gresley turning 150, it is also William Stanier's 150-year anniversary this year, and we are looking at ways we can honour him in future issues. He was to the LMS what Nigel Gresley was to the LNER and was responsible for equally classic steam locomotive designs such as the Black 5 and the magnificent Princess Coronation Pacific locomotives.

Looking to this issue, we have four varied and inspiring layouts featured, plus a whole host of practical articles to help give you some ideas to put into practice on your stock or model railways. We also have seven new models that have been reviewed by our expert team. For anyone who thinks model railways is a dying hobby, the sheer volume of new models coming to market, the amount of fantastic new layout creations that are entering the exhibition circuit, plus the number of people who turn out to see them, tell a completely different story.

And as we look to our London show on March 21-22nd, which is also celebrating an anniversary of its own, 25 years at Ally Pally. We hope to deliver another fantastic weekend that shares all the great work of this hobby. We will hopefully see you there.

Happy Modelling

Debbie Wood

WEEKEND PLANS...

York Model Railway Show

The annual three-day Easter show is back again. A key fixture in the exhibition calendar, a wide range of examples of larger scale, and/or uncommon scale, modelling, in addition to examples from the more common scales, others are expected, alongside numerous traders, societies and demonstrators.

DATE: April 4-6th, 2026

Uckfield Model Railway Club Annual Open Day

The Uckfield Model Railway Club will be holding its annual open day at The Luxford Centre, TN22 1AR, from 10am to 4pm. Admission for Adults is £2 (and includes a free cup of tea or coffee), with children under 16 free. There will be Club layouts in O, OO, P4 and N scales together with members' layouts, trade and member sales, demonstrations and refreshments.

DATE: Saturday, April 11th, 2026

Lothians Model Railway Show

Organised by Pentland Model Railway Group and held at Heriot-Watt University Student Union, this two-day event features 18 working layouts, trade stands, a demonstration table and societies. A regular bus service from the city centre is available, alongside free parking, full disabled access and refreshments.

DATE: April 11-12th, 2026

SWAG'26 RMweb Members Day

The annual members' day will once again be held at Staplegrove Village Hall in Taunton. Visitors can expect around 11 layouts in a variety of scales and gauges, a bring and buy stand, demonstrations and traders, plus refreshments. Entry is free, however, donations to assist in the running costs are most welcome.

DATE: Sunday, April 19th, 2026

Crawley Model Railway Exhibition

Held at Milton Mount School, adult admission for this one-day event costs £3.50 with tea, coffee, or squash included. Visitors can expect club and guest layouts, a 2nd Hand Stall, trade stands and free car parking.

DATE: Saturday, April 25th, 2026

ON TOUR



Photo by Steve Morgan/Copyright Science Museum

The NRM has outlined Flying Scotsman's 2026 programme, confirming another year of main line running, heritage railway visits and museum appearances.

Flying Scotsman is due to return to traffic from February 2026, with main line operation in the Midlands in conjunction with Vintage Trains. A range of trips is planned, from shorter main line runs to full dining services.

Heritage railway appearances confirmed so far include the Great Central Railway (Nottingham) from May 16th–31st, marking *Flying Scotsman's* first visit to a heritage line in the East Midlands for 25 years, and the East Lancashire Railway in June, with both static display and passenger running planned.

Away from running, *Flying Scotsman* will be on display at the National Railway Museum, York, from March 28th to April 24th, and at Locomotion, Shildon, during the Summer Festival between August 4th and August 31st, with short passenger rides planned on selected days.

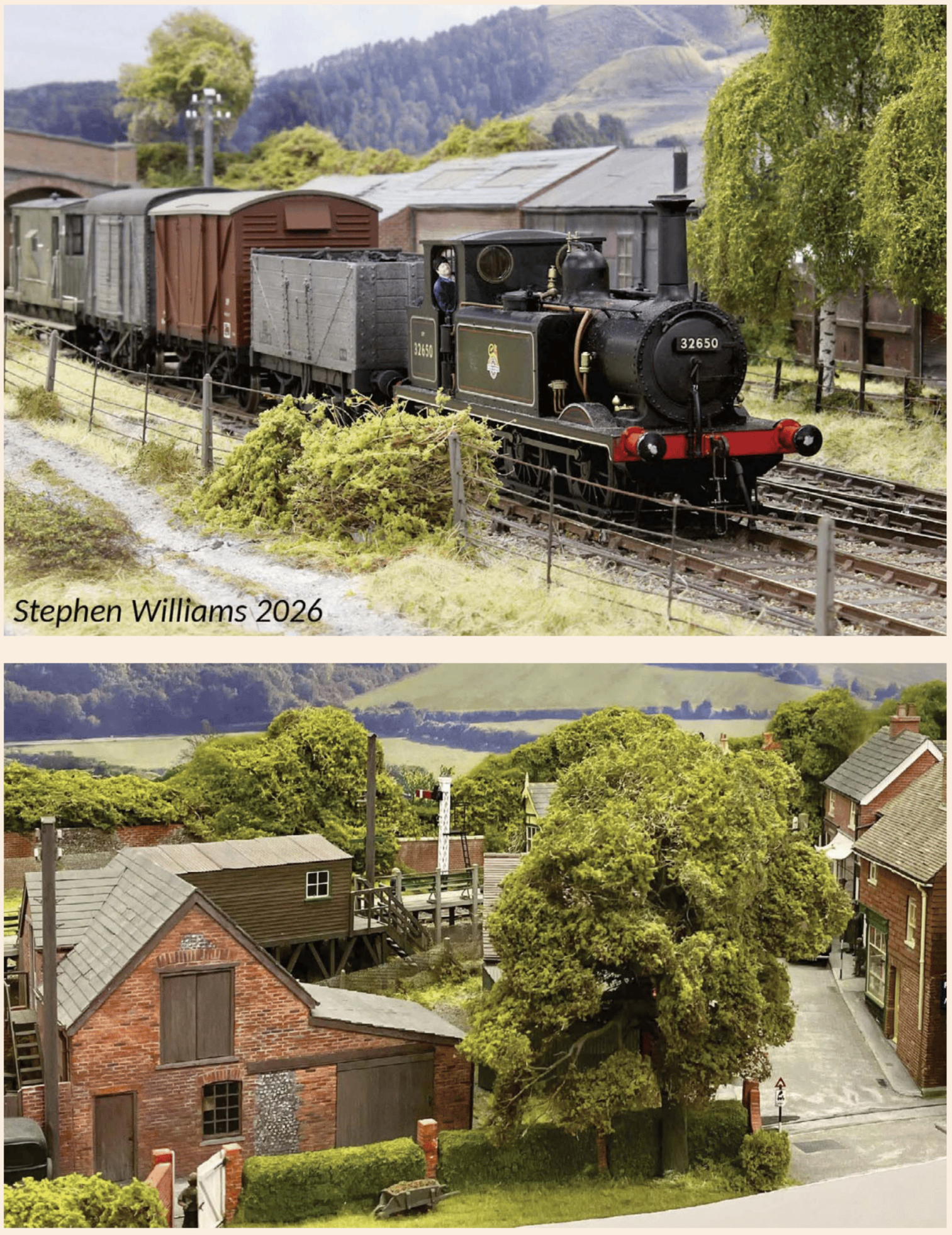
Further main line tours and heritage railway visits are expected to be announced later in the year. All dates remain subject to change.

GET SOCIAL

Facebook
Search for
'British Railway Modelling'

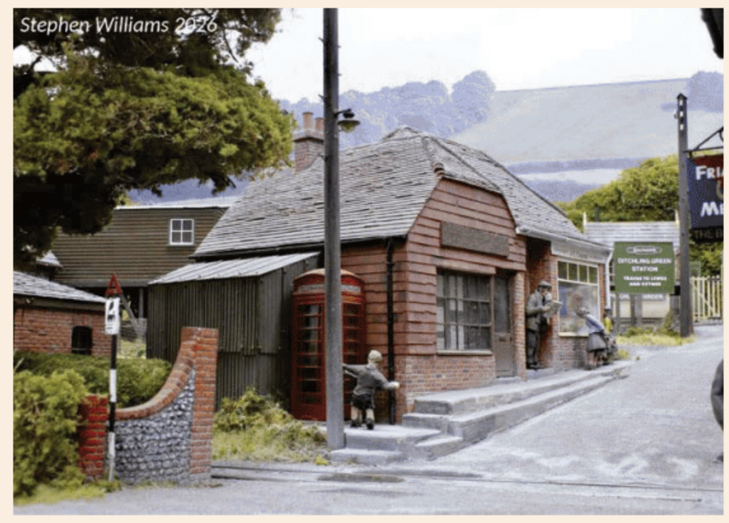
Instagram
@brmmagazine

DITCHLING GREEN



On the weekend of April 18th & 19th, Pendon Museum will be presenting a special showing of the celebrated O gauge layout, 'Ditchling Green'; a charming representation of a sleepy branch line on the Southern Region of British Railways, set in rural Sussex in the 1950s.

This superb, ground-breaking layout, which was built by the renowned modellers Gordon and Maggie Gravett has been largely hidden from public view for more than 30 years, and by the time of its acquisition by Pendon modellers Stephen Williams and Rex Davidson, had fallen into disrepair.



However, with the completion of a three-year programme of restoration and following several public showings as a 'work -in-progress', this will be a rare opportunity to see the layout in its completed state in one of only a handful of public appearances that it will be making.

The layout will be in operation during the normal public hours (11.00 – 16.00 hours on both days) and entry to view the model is included in the Museum's normal entrance charges.

FEEDBACK RECEIVED

Following our review in the Spring issue of BRM, Hornby has been in touch and confirmed it will be addressing the fallplate issue Tony Wright highlighted, plus discovered a tooling error on the loco-to-tender connector, so both are being fixed for next time.



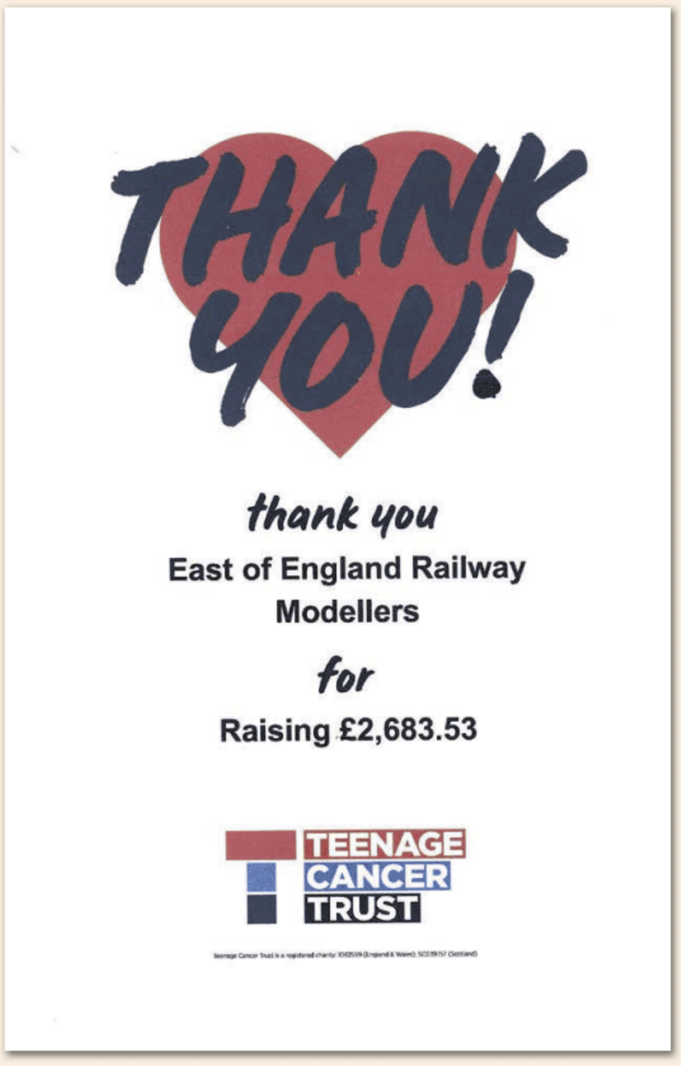
COMMUNITY

A BIG THANK YOU!

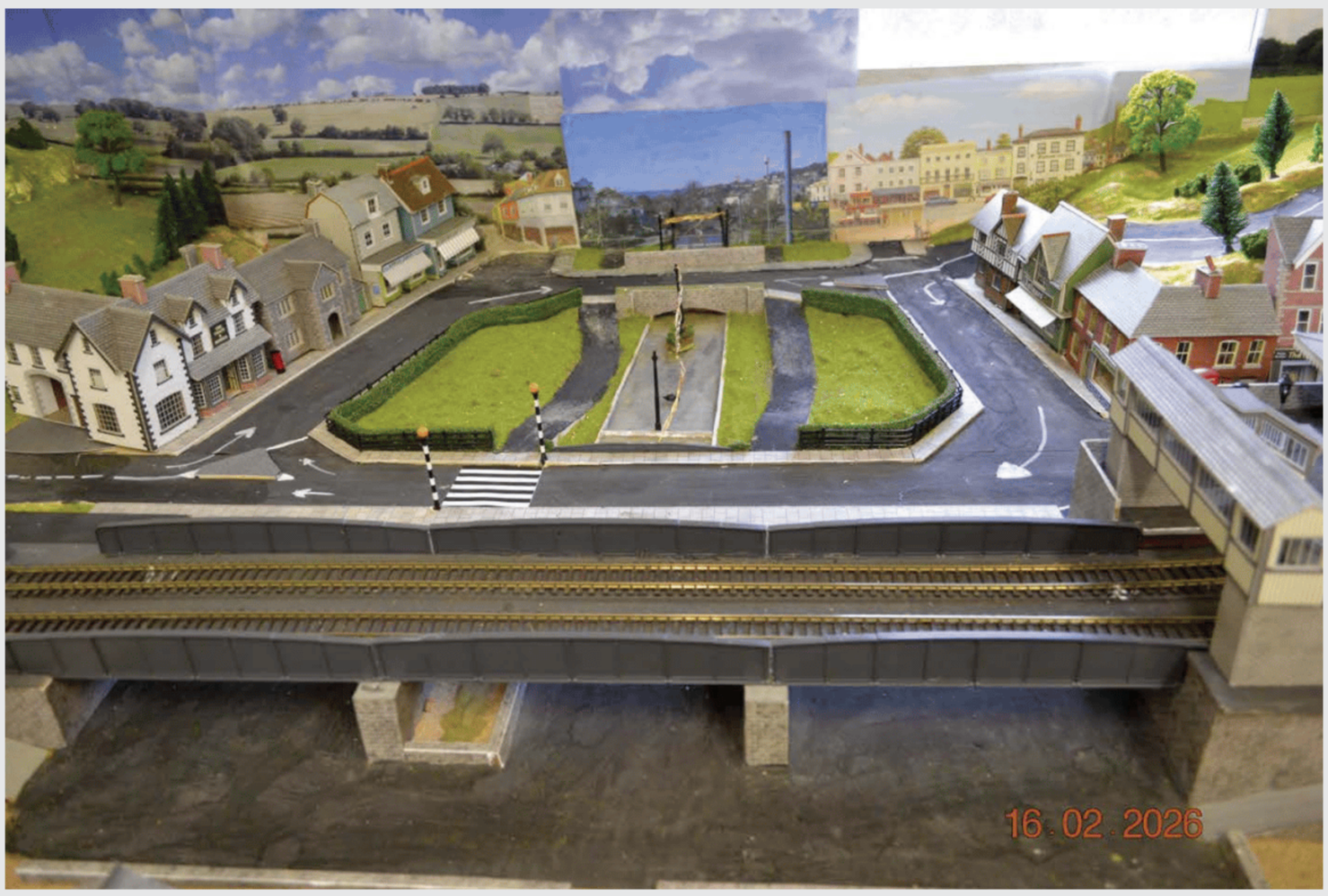
Last month's charity exhibition, in aid of Jamie's Quest, was a huge success and the payment of £2,683.53 has been made to Teenage Cancer Trust. In addition, the wonderful ladies selling teas and cakes for Jamie's Quest raised £814.

Since all of this was done jointly by several clubs and many individuals, we did not want to put any one name on the certificate; we therefore came up with "East of England Railway Modellers".

Bill, Alan. Graham, Jill, and John



BRIDGING THE GAP



You talked about last month in your comment about using Bridges on models. So, I thought I would send you a photo of how I used a bridge on my model. It lifts up, so I don't need to duck under to get to all parts of the layout. Also, it gave me the ability to run continuous rather than end-to-end.

The left side is based on Dawlish. It's not true to scale. But as my wife said, it's a good representation of the line from the Warren to Dawlish. As I run mainly steam, the wall has the lower walk bit as it was.

I am not what some would call a rivet counter! I just like trains and modelling. I am now thinking of starting a new layout later and this time incorporating OO9.

Jeff Osborne





COMPETITION TIME

Would you like to win a Rapido Fireless, currently reviewed on pages 118-119? For your chance to win, simply answer the question below and head to **www.world-of-railways.co.uk/Competitions**.

In what gauge are these new models available in from Rapido?

A: N
B: OO9
C: OO
D: TT:120

The competition will close on April 30th, 2026.



Inspirational modelling with RMweb

Get involved and visit rmweb.co.uk – under topic 'Show us Yours – Realistic Modelling' - and post your pictures!



Black 5 *Caprotti* at Dewchurch. **RMweb user: Gopher**



41835 at Brewery Lane, part of Preston O Gauge Group's layout. Built from a Mercian kit, powered by an old Portescap motor/ gearbox. **RMweb user: 84B Oxley**



The crew of Liverpool Street Pilot J69 68619 discuss their Christmases while one tucks into a leftover sandwich. **RMweb user: Boleyn Road**



37215 rests in Peasevern yard in September 1991, shortly before the yard closed. **RMweb user: 37114**



Alfred is tested at Corwenna Clay Dries. **RMweb user: PhilGW**



Hummy works a train back to Claycross while the rabbits play in the long grass. **RMweb user: Ramrig**



A pair of Pecketts and a grubby Ruston at Springfield Goods. **RMweb user: 92912**



Ex-works 87007 and 86101 together at Nifkin's Bridge. **RMweb user: 97406**

A tiny BR InterCity 125 races through the Ock Valley, an imaginary rural Oxfordshire landscape.

RURAL ESCAPE

Inspired by the River Ock, this tiny scene is the builder's first model railway, which comes packed with scenic features to portray the picturesque Oxfordshire countryside.

Words: Catherine Ewart **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Ock Valley Railway
SCALE/GAUGE: T gauge/1:450
SIZE: 100cm x 60cm
ERA/REGION: 20th Century fictional/Oxfordshire
LAYOUT TYPE: Continuous run

TOP RIGHT: A view of the village taken across the lines of miniature graves and benches in the church graveyard.

MIDDLE RIGHT: Ock Castle, with its ruined folly, cafe and car park, is located on the highest point of the layout.

BELOW: Terraced houses with neatly fenced gardens and the occasional greenhouse sit across the track from farm fields full of cows and sheep.





The 'Ock Valley Railway' is my first model railway, though I did create a simple HO gauge railway consisting of a loop, single sidings, station and station house with my dad when I was a girl. Back in 2017, I was visiting my friend, Adrian, who showed me some T gauge track and rolling stock that he'd bought for his son and I was instantly hooked. The small size made it a practical choice, as with limited room storing things, I could see how easy it would be to keep a complete layout underneath the bed. I was also attracted by the chance to model across a large area. I had seen Doug Kightly's wonderful T gauge model of the Forth Bridge online and was impressed by how he had created a large landscape in such a compact space. The following Christmas, I received the T gauge HST set from my partner, Andrew.

Creating the model was utterly absorbing and carried me through a few challenging years at work and into early retirement in 2022. I was commuting regularly between Reading and Didcot and was familiar with the railways and landscape of south Oxfordshire. Originally, I planned to model a railway running along a river valley and selected the Ock (which is a tributary of the Thames) as the river. I found this a bit too challenging to model as a first layout, so I abandoned the idea of a river, opting to include a lake instead. I visited Pendon Museum and was inspired to include a farm, village and a few people (although they are almost too tiny to see, they are definitely there!).

"Creating the model was utterly absorbing and carried me through a few challenging years at work and into early retirement in 2022."



ABOVE: A plan view shows clearly the dog-bone shape of the layout and the six main elements of the landscape: a small village, boating lake, farm buildings, castle grounds, station area and terraced houses.

Creating the look

The layout may have been inspired by the River Ock, but the railway and scenery elements are entirely imaginary. The flat layout is a rough double dogbone with a single station and level crossing in an imaginary 20th-century semi-rural landscape. The track, locomotives, trackplan and accessories were all purchased from TGauge.com.

Rolling stock comprises an Intercity 125 in original BR livery, formed of two power cars, both motorised on a 16-metre (35.5mm) Shicoh-driven chassis featuring bi-directional lighting, plus two Mk. 3 carriages.

The buildings are a mixture of styles and types, from pre-printed laser-cut wood or printed paper sheets fixed to cardboard, plus a couple of 3D-printed buildings and a few items built from scratch. The castle was bought as a model and hand-painted by me.

Hand-painted scenery contains elements that I find particularly attractive about the British countryside: a boating lake, a country castle with café and car park in the grounds, a church and graveyard, a farm with cattle and horses, and a village with church, stables and houses with allotment gardens. There is also a long beach and small quay with boat at the edge of the scene.

The layout is on a simple frame of wooden battens with a plasterboard base. The boating lake (which I'm especially proud of) is created from layers of acrylic paint, PVA glue and clear varnish.

About the modeller

Name: Catherine Ewart
Age: 60
Number of years modelling: 5+
Name of your first layout: 'Ock Valley Railway'
Favourite era/region: 20th century rural Britain.
Favourite locomotive: BR Intercity 125

Railways are in my blood. My granddad worked for British Railways in Newcastle upon Tyne, where I grew up. My mum remembers going with him on railway inspections. I'm not old enough to remember steam trains; I get nostalgic instead about the BR Intercity 125 trains that took our family on holidays in the 1970s and '80s and transported me to and from Manchester and Sheffield as a student. The class 43s also took me to and from the offices where I worked in Swindon, Didcot, Reading and London.

My first proper independent holiday as a new graduate was Interrailing around Europe and I've enjoyed many more rail holidays since then. Traveling by train is still an enjoyable experience for me. I recently had my 60th birthday and my treat was a footplate and steam driving experience.

I started volunteering at the Fawley Hill Railway and Museum in 2022 and have shown the 'Ock Valley Railway' there during our summer invitation days. It has generated a lot of interest, particularly with our younger visitors and some lovely comments such as "You must have the patience of a saint", "What a teeny tiny train, you must have excellent eyesight!", and on one occasion, "This is my favourite layout". I enjoy seeing my small layout next to the bigger gauges – HO, O and, of course, standard gauge with our life-size steam trains!

Operation challenges

I joined the Talking T Gauge and Women Railway Modellers Groups on Facebook and found a community of people who were very generous with their encouragement and advice and it was easy to pick up ideas and solve problems with their help. I didn't always take their advice, however. I was advised not to glue the track to the base, for example, but did it anyway, which made it a lot harder to change the layout when I decided to include the level crossing! I also attended a few exhibitions to see the small number of T gauge layouts in real life. But the greatest support came from my friend and former colleague, Kevin Smith, an experienced railway modeller and photographer, whose detailed models continue to be an inspiration.



ABOVE: I am most proud of the boating lake, with its wave-rippled surface and sailing boat.

LEFT: The approach to Ock Station features a row of terraced houses, with outbuildings and small gardens.

TOP RIGHT: A view towards the lake across the village with stables and imposing houses in the foreground.

MIDDLE RIGHT: The inhabitants of this row of terraced houses don't have front gardens, but they do have great views of the castle!

BELOW: The train passes by the castle grounds with its broad pathway winding up to the summit past mature deciduous trees and bushes.



Luckily, I have excellent eyesight, a steady hand and lots of patience, all of which are needed to model at this scale.

In November 2024, I showed the layout at the Newbury Model Railway Club exhibition and struggled to get it running. One of the challenges with T gauge is keeping the track perfectly flat and clean, as the smallest piece of grit, dust, fluff, or a tiny bump in the fixed-bed track can halt operations. When exhibiting at Fawley Museum and Railway, which can be pretty dirty when the steam loco is operating outside, I am constantly cleaning the track with cotton buds and track cleaner. I eventually invested in a clear Perspex cover to reduce the amount of dirt and dust reaching the track, which has helped.

Future plans

I continue to "tweak" elements of the current layout, but I don't plan to make any significant changes to it. Instead, I'm interested in building a new layout, which will feature a river and canal alongside the railway. I continue to visit exhibitions to pick up ideas and have started to buy accessories such as bridges and tunnels, but I haven't settled on a particular plan or location just yet. ■

"Luckily, I have excellent eyesight, a steady hand and lots of patience, all of which are needed to model at this scale."



TMC

The MODEL CENTRE

CUSTOM FINISHED

Models you'll be proud to own

'Unique' is a word often overused and misunderstood. Only, each of our painstakingly-customised locomotives and rolling stock items in our 'Custom by TMC' range is just that.

Browse the incredible selection of models in stock for 'N', 'TT:120', 'OO9', 'OO', 'NG7' and 'O' live on our website. Can't find a finished model you like? Send your models to us and we'll complete a custom finish that fits within your budget. Inspired by prototype imagery (and your imagery, too) we can re-name, re-number, add locomotive lamps, fire irons, real coal, accessory packs, cab crew, and weather models too. All to transform the look of your miniatures, bringing them to life.

Perfecting our effects has taken years of patience, and each of our creations is truly special. Transform the look of your collection when you select a 'Custom by TMC' model - start your new model customisation journey today by visiting our website and customising your model on checkout!









E: websales@tmc-direct.com

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

HIGHLAND HERO SAVING

Bachmann's Class 37/0 37260 *Radio Highland* for 'OO' is a stand-out model, faithfully representing one of British Rail's distinctive English Electric Type 3 diesels in BR blue large logo livery.

Originally built as D6960 in January 1965, later renumbered 37260, it became notable for its Scottish service after allocation to Inverness in 1982. It hauled a wide variety of trains in the Highlands, including passenger workings on the Inverness to Kyle of Lochalsh and Far North lines, beginning regular services on the Kyle route from August 1983. It would also haul test trains and perform engineering duties, too. The name *Radio Highland* was applied at Dingwall station on July 7, 1984, to mark the launch of Radio Electronic Token Block signalling on the Highland Line. 37260 continued working mixed passenger and civil engineer trains through the 1980s before withdrawal with fire damage in September 1989 and eventual scrapping in 1991.

The Bachmann model captures this prototype with authentic detailing, separately applied parts, and accurate printing. It's available in DCC ready form with a PluX22 decoder socket for custom install, or DCC sound-fitted with factory-installed sound, delivering realistic diesel audio and lighting functions. For even more realism, upgrade to the DCC sound-fitted Deluxe variant, with rotating roof fan and iridescent window tinting. Smooth running and reliable mechanics, with generous savings!

35-309 Bachmann 'OO' centre headcode 37260 'Radio Highland' BR blue (large logo)

TMC The MODEL CENTRE



RRP: ~~£244.96~~ OUR PRICE: £159.22! (SAVE 35% OFF RRP!)



ADD SOUND, TOO!

Want better scale realism? We always do! Upgrade your purchase and select a DCC sound-fitted model (£214.49 – SAVE 38% OFF RRP!) or DCC sound-fitted Deluxe model with working fan and irridescent window tinting (£243.72 – SAVE 35% OFF RRP!). All available with our legendary optional customisation on checkout.

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

Getting Practical with...

TOOL of the MONTH

Got a practical question?
Get in touch. Email: BRM@warnersgroup.co.uk



Wire strippers

Sometimes, simple tools are the best. We all need to strip insulation from wires, and I've bought several tools to do the job over the years, but this set of light-duty strippers is the one I return to all the time. Designed to handle different sizes of wire, I superglued the stop at 24 gauge, because it seems to be the one I use the most, and I got fed up with it spinning around!

Ask Phil



What foam should I use for scenery?

My preference is simple expanded polystyrene. We used to say rescue it from old packaging, but that's mostly cardboard now. Instead, buy sheets from a DIY store. The price of a good OO wagon will see you with several layouts' worth! Cut with a bread knife (messy), heavy-duty craft knife (messy), or hot wire cutter (smelly). Stick layers together with PVA glue, and then use a surform for final shaping (very messy). A couple of coats of plaster-impregnated bandage over the top is a good idea. Your hills will weigh next to nothing, handy on portable layouts.

New on the workbench

TT:120 ballast

Another new product for the growing number of people who are modelling in TT:120 - this time it's that most fundamental model railway requirement, ballast. True to Scale (truetoscale.co.uk) pride themselves in producing not only ballast of the correct scale, with grain sizes of 0.25-0.5mm, but also in different materials, so the colour of the stone is correct for the area being modelled. The range also includes coal and scenic coverings.




Michael Campbell


Michael Russell


Phil Parker


Ben Bucki

Build a wooden shelter in 00

Scalemodelscenery.co.uk sells a nice little storage shed (LX487), perfect for so many applications. This build highlights the most important skill for any modeller, bodging. While I don't always get things right, there is usually a way to finish a project and hide the mistakes.



1 The skeleton is made up of 2mm thick, laser-cut, board (MDF, I think) which slots together with a little Roket card glue. Work on a flat surface and keep checking everything is square; it makes the next stages easier.



2 Now, the model should be clad with shiplap planking, and the method to make this in the kit is very clever. Sadly, too clever for me. Not to worry though, I simply take the planks and glue them on the sides. The bodge is a little more ramshackle, but still looks good to me.



3 On goes the corrugated iron roof, and the model is treated to a spray of Railmatch "Sleeper grime", making sure the paint gets into all the nooks and crannies inside. Assuming the roof has had a coat of pitch, it's painted with Revell "Anthracite" colour paint, No.9.



4 Weathering the wiggly tin is carried out with powders, in the same way I finished the hut in the last issue. On the sides, a light dusting of grey powder, applied with a soft brush, breaks up the brown sides, as though the creosote is starting to wear away.

It's an early-autumn evening, and the lights of the cinema are tempting people inside out of the gloom. Well, most of the recent modelling I've done has been set in summer, so this was the chance to do something a little different…

A night at the movies



Ben Bucki

COMFORTABLE AS the modern multiplex cinemas are, with their surround-sound and ultra-high-definition screens, I really like a proper, small, old-fashioned picture house. Once common in town centres around the country, many have closed down or been turned into bingo halls, nightclubs, or even religious spaces.

Metcalfe produces a low-relief kit of this once-common building, and it makes a handy, large structure to fill a bit of space on a model street. I thought I'd have a go at making a structure set in the modern day, one of the lucky ones that had survived economic downturns or the risk of conversion or demolition, and combine two kits to make a larger structure to fill a space on a layout, with the spare bits turned into a pair of shops.

WHAT YOU NEED

Citadel Acrylics
Celestra Grey
White Scar
Abaddon Black

Metcalfe
Low-Relief Cinema Kits (PO206) x2

Other
Christmas-tree lights, (LED strings of 25 warm yellow, and bright white), 3mm mountboard (picture-framing card), clear acrylic (recycled from packaging and a broken picture frame), transparent container for pencil leads (used to make the uplighters), chalk pastels; grey, brown, black, white, cream, 'Sharpie' permanent markers (red, brown, grey, black), Rocket adhesive PVA, Pritt-Stick, UHU wood glue, hot glue, superglue, craft knife, Swann-Morton scalpel (sizes 10 and 22 blades), scissors, steel rule, engineer's square, razor saw, coping saw, cutting mat, hot glue gun.

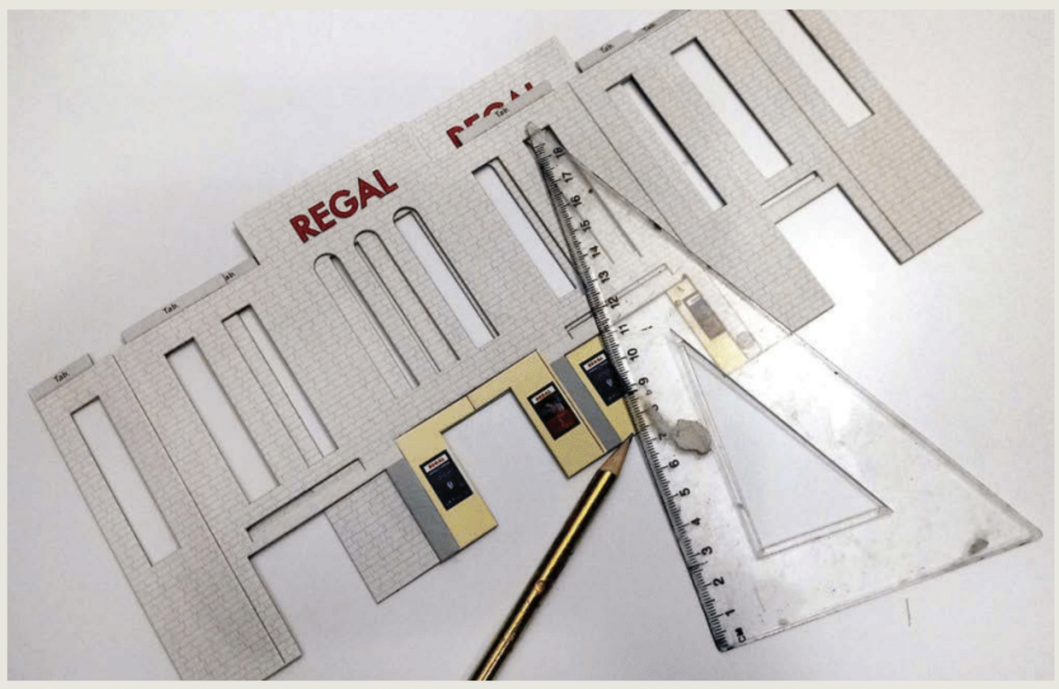
ALL SKILL LEVELS



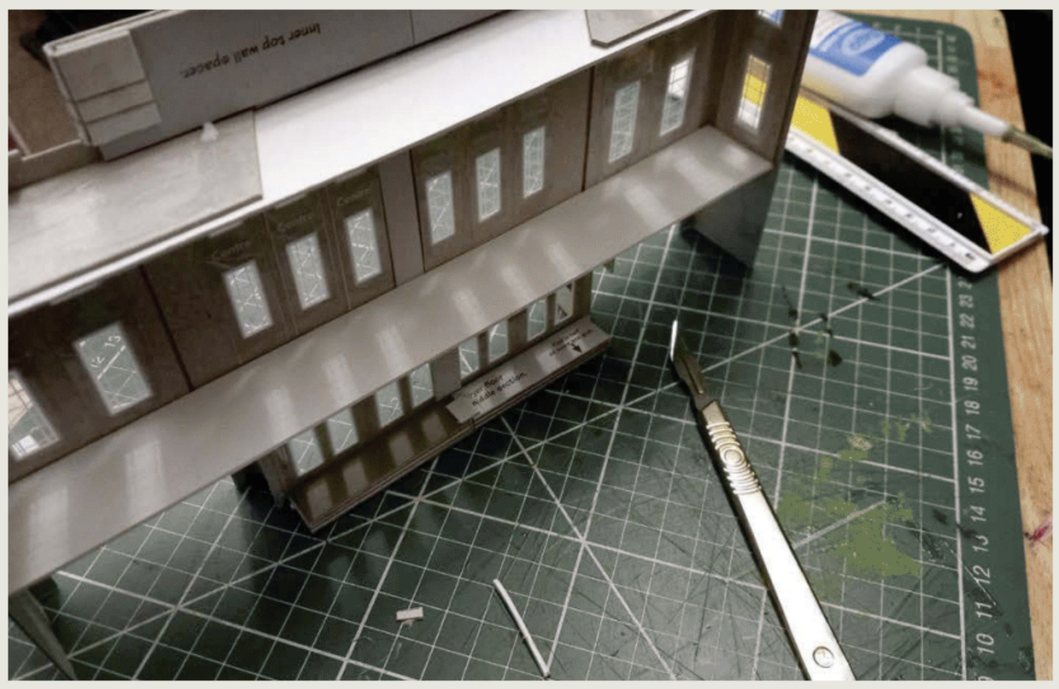
1 One of the inspirations is this marvellous old cinema in Keighley, West Yorkshire. I've been going here for about 20 years, and the place has retained a lot of period features; sadly its future is somewhat up in the air at the moment.



2 As usual for a Metcalfe kit, there's a mass of components, but the instructions are nice and clear as long as you go steadily with them. And just as with the house kits I built a few months ago, there's plenty of room for personalisation.



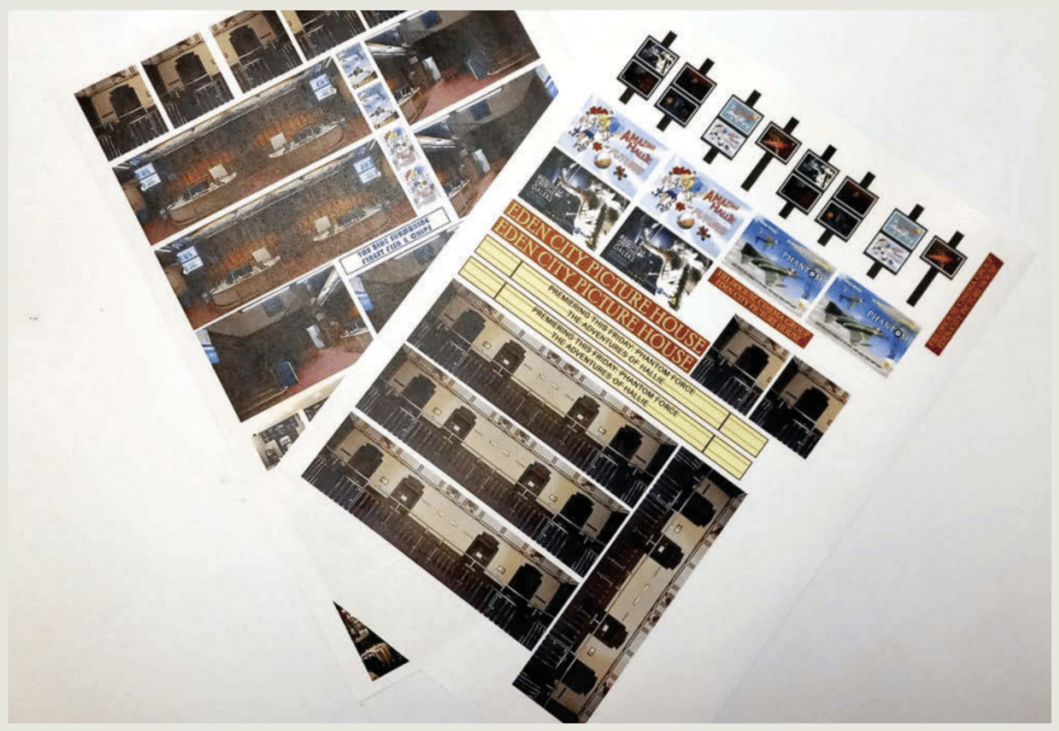
3 I had two kits available, so decided to combine them into one much larger cinema; like Keighley, an older building that was making the most of the period features but remaining in business. The spare wings could then become matching shops.



4 3mm mountboard was used to make new internal floors and walls to brace the building; I also used clear acrylic to make large plate-windows for the outer 'shop' parts; my intention was to have them instead as rooms in the cinema, as at Keighley.



5 The kit came with posters, but I decided it was more fun to make my own. I shot the pics using the Simulated Robot-Patients at work as the 'actors', as well as my own illustrations of characters I've drawn for comics, and model builds I've previously done, like the Dalek and warplanes.



6 Those big windows were going to allow a lot to be seen, so I designed up some interiors; they were actually shots of the ornate reception area at work. Other details included more of the movie posters and such to go in the windows, and new signage for the cinema and shops.

Getting Practical



7 To help convey that this was an old building updated for the modern day, an accessible entrance was built from 3mm mountboard, with spare odds and ends from the kit. An illuminated canopy was built up as a box from card and clear acrylic, faced with a custom-designed signboard listing the two premiers.



8 I wanted to create a couple of fake LED screens, showing large versions of the posters. A few basic frames were created from 3mm acrylic using a laser cutter. Then, white paper, clear acrylic upcycled from packaging, and the posters were combined so they could be back-lit.



9 The interior lighting wasn't going to be very pretty - I wish I'd done a bit better job in hindsight, but the intention was that the upper windows were going to be a bit fogged anyway to represent condensation, so the wires upstairs wouldn't be too obvious. A few basic figures were added, too, more to create silhouettes.



10 The two spare outer 'wings' were combined into a couple of eateries that would logically be open in the early evening. The chippy is named for my old local chip shop when I was growing up in the West Mids, the café after a friend who ran one that I worked at in the late-2000s. Light weathering with chalk pastels was a final touch.

CONCLUSION

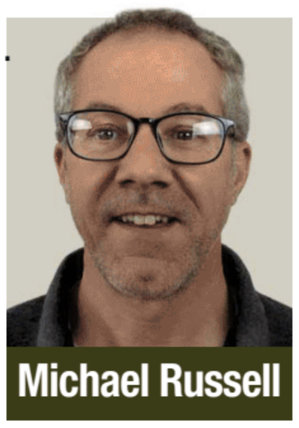
With the nights drawing-in as I completed this build, I thought I'd have a go at adding illuminations to the Cinema, and try and create an autumnal late-afternoon/early evening scene. And excellent as the Metcalfe kit is as a period piece from the heyday of the traditional Picture House, I enjoyed thinking of what touches might be needed to bring the building into the 2020s. Overall, it was a fun build - even if I probably went a bit over the top with things like designing the fake film posters- and it's left me with a pair of buildings that would nicely fill an awkward corner on a model railway.

If I did it again, I'd improve the lighting, especially the up/down lighters at the top, which are a bit wonky, though I'm happy with the LED screens and the signboard over the doors.





Lower a second-hand Hornby Mk. 2 carriage



Michael Russell

THERE ARE a lot of older carriages available on the second-hand market that can be acquired for very reasonable prices.

The older Hornby models suffer excessive ride height, but by using 3D-printed parts, it is quite easy to correct this and so run them alongside more modern stock, albeit still with some discrepancy in buffer height.

To achieve the lower ride height, you also need to fit new wheels and the Hornby 12.6mm items are ideal and the plain ones, R8096, look best.

Many of the Mk. 2 coaches from Triang/Hornby use a bogie with a plastic pivot and these too can be converted to a lower ride height using a similar method and different 3D-printed parts. A follow-up article will look at these coaches. Similar work can also be carried out on Triang/Hornby Mk. 1 carriages.

The printer files used in the production of this model are available for download at **https://www.printables.com/@MJRrailway_3705112**.

WHAT YOU NEED

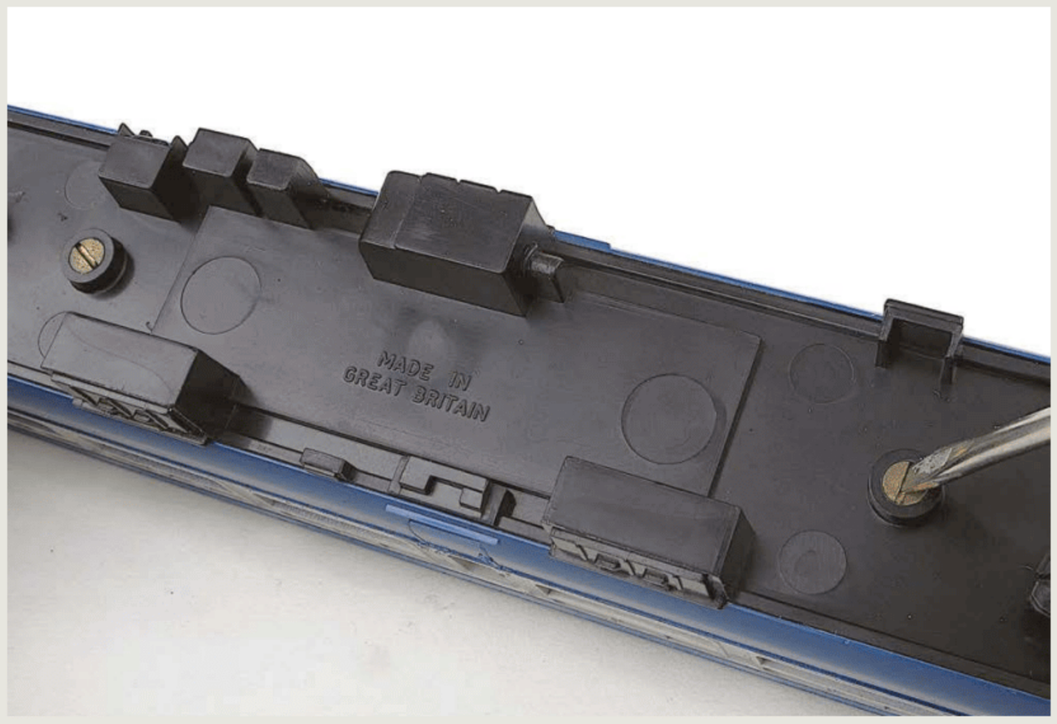
Hornby

Triang/Hornby Mk. 2 carriage
R8096 Hornby 12.6mm wheels

Other

Superglue
Flat-bladed screwdriver
Pliers
3.5, 4, 5, 5.5, 6, 6.5 and 7mm drill bits
Battery-powered drill
Side cutters
A narrow coarse file

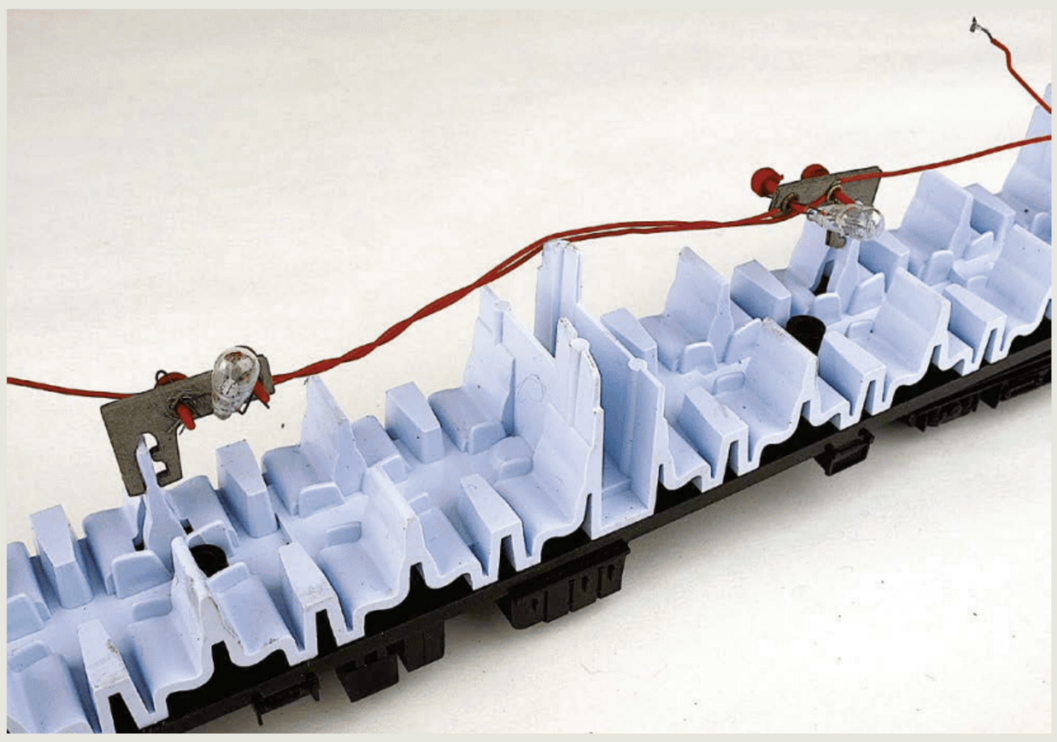
Getting Practical



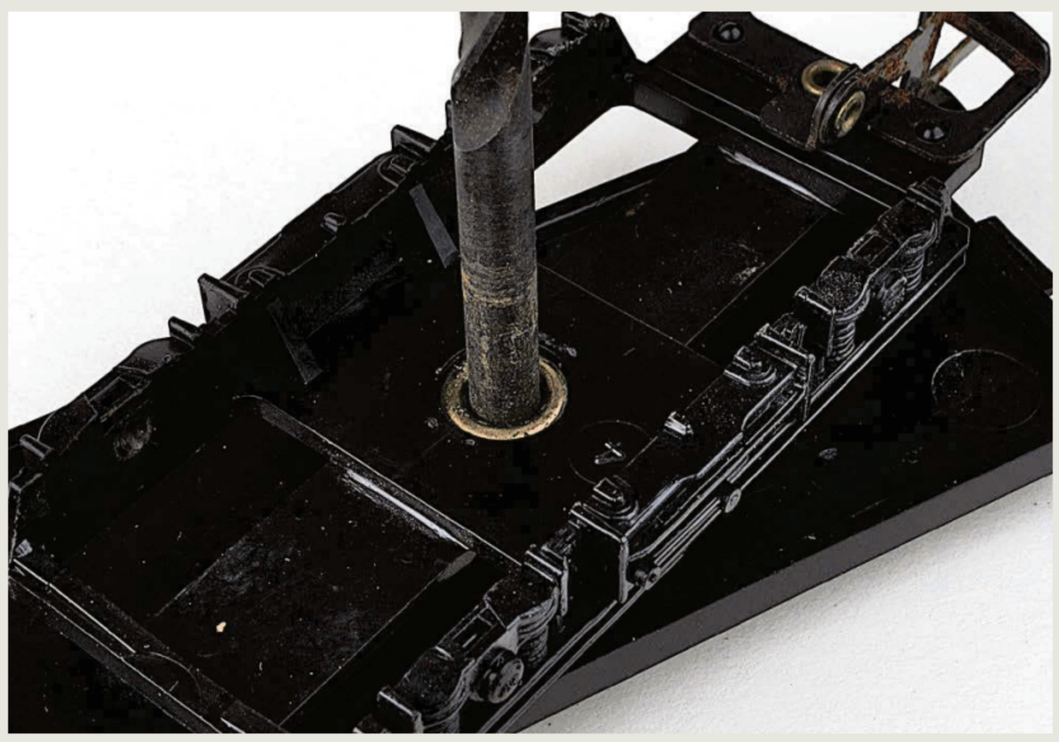
1 Undo the two obvious screws underneath holding the body in place. Lever out the old wheels with the same flat-bladed screwdriver.



2 The underframe flexes a lot, and by pulling down in the middle, you can free the tabs at either end that hold the body in place. Put the body and metal weight safely to one side where they can't get lost/damaged.



3 This coach is fitted with lighting. Simply pull the mounts from the seat backs and snip off the wires where they are soldered to the pivots. You can fit LED lights later if you plan to retain this feature.



4 To remove the bogie pivot, first push a piece of metal halfway in. A 4mm drill bit is ideal for this task. Now hold the metal rod (drill bit) firmly in place in a vice.



5 Use a low speed/high torque setting on a battery-powered drill. Start with a 5mm drill bit and drill the end of the rivet. After a few turns, swap to 5.5mm and continue up to 7mm. Take your time and don't use too much force - you don't want the drill to slip.



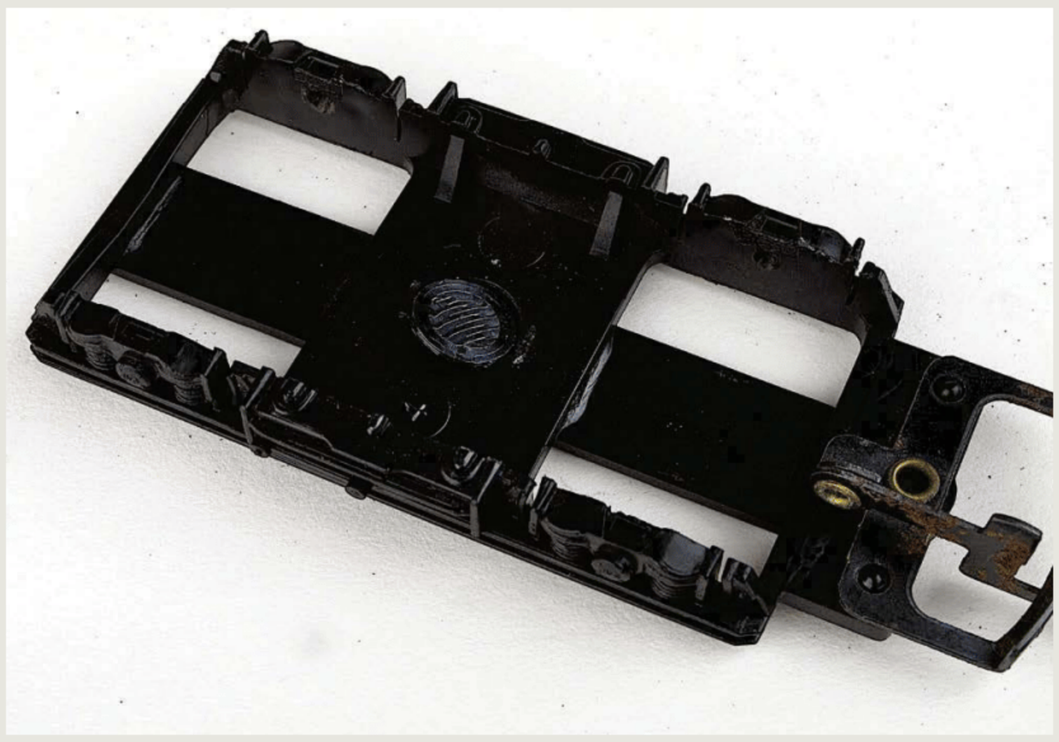
6 When the head of the rivet has nearly gone, you can break the edges off with a flat-bladed screwdriver. The same tool can be used to lever the bogie gently off from underneath. Use a 3.5mm drill as a drift to remove the remains of the rivet from the 4mm drill bit.



7 Take the two bogie weight bearers and super glue these in place in the holes in the underframe. You need to clamp these until the glue has set to ensure that they are absolutely flush with the surface.



8 Take each bogie in turn and use a pair of side cutters to remove the swing stay. Also, reduce the height of the pivot as much as possible using the same tool. The last part of the pivot can be removed using a coarse file. Don't press too hard, as you will distort and crack the bogie.



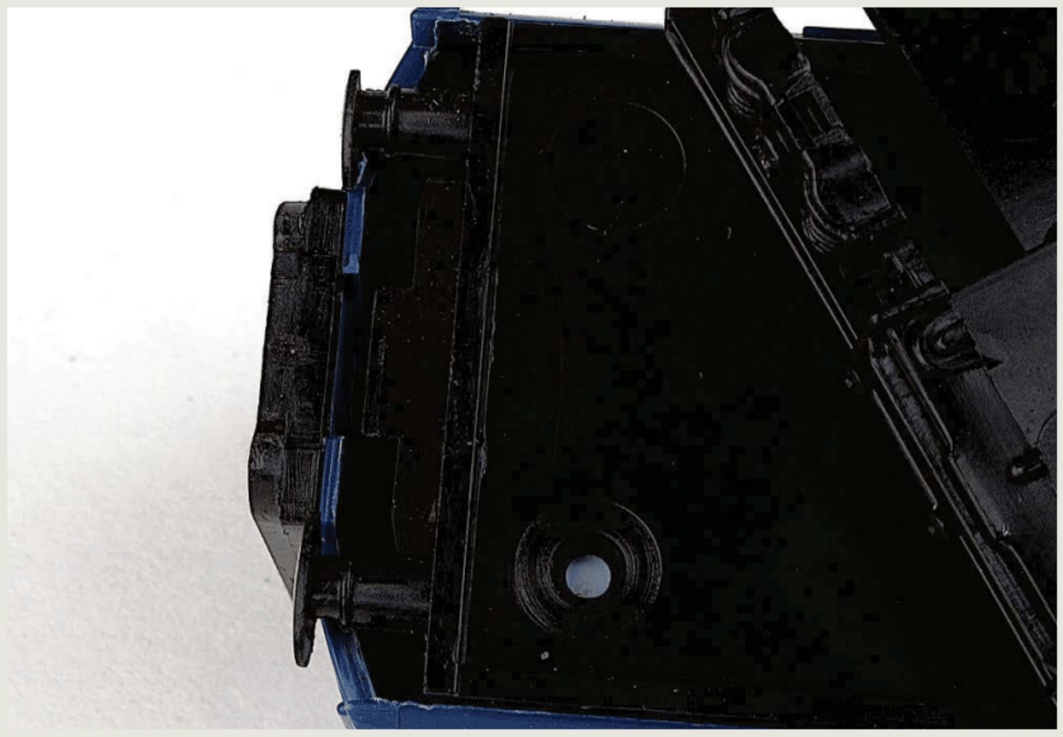
9 Push a connecting pin through the hole in each bogie and superglue the bottom bearing in place using superglue. Turn the bogie over and press down from above with your thumb to ensure that the fitting is driven fully home.



10 The head of the coupling rivet needs to be filled down so that the lower ride height is not compromised. Use a narrow, coarse file to avoid damaging the coupling arm and take your time.



11 Push the bogie through the pivot point in the underframe. Add a blob of superglue to the end of the connecting pin and push this home at the top of the pivot. Wait for the glue to dry.



12 Refitting the body is a reversal of the disassembly process, but note that the end mounting tabs are of two sizes. Start with the larger tab and don't over-tighten the screws. Finally, fit the new wheels and test run the coach.



Build a derelict lorry



Phil Parker

THE NUMBER one piece of advice, I always give to anyone who fancies trying their hand at weathering models, is start on something that doesn't matter. Put the £300 locomotive back in its box; that can wait for later, and dig out something from the junk box under a stand at a show that costs less than a packet of crisps.

Better still, find something that you want to look derelict. That way, it doesn't matter how it ends up, you can just say that was the plan.

I've been weathering models for many years, but new materials and techniques appear over time, and I want to try them out. This project makes use of a few materials new to me. Learning how well these work is a big part of the fun in this hobby. Yes, you can watch videos and read articles, but there is nothing to beat getting your hands dirty and giving them a go.

WHAT YOU NEED

AK Interactive
Weathering Pencil Set Chipping AK-10042

Ancorton Models
Modern graffiti transfers

Humbrol
Weathering powders – dark and pale brown

Oxford Models
Bedford lorry

Scalemodelscenery.com
LX194-OO House Bricks

Other
Fine paint brushes, soft brush (for powder), matt white enamel, soldering iron, tweezers, Brasso wadding, Army painter matt varnish aerosol, MIG 1501 Grey to white filter, Vallejo mat varnish.



1 My test piece. Picked up for a song at a show, it seems that not that many people wanted a festive vehicle. There are others in the range, too, including an O gauge van, perfect for testing out weathering techniques.



2 To remove the Christmas lettering, I tried car paint cutting compound, but it didn't work. Brasso wadding did, with a bit of elbow grease. The red areas are self-coloured plastic, so if you try this on a painted background, it could remove the colour, but that might be a useful effect.



3 After rubbing with the Brasso, the plastic is quite shiny where the lettering has been removed, so a spray of matt varnish is required to tone everything down a bit. As a bonus, it makes the plastic look like paint.



4 I could spray the cab, but that means drilling out the rivets holding it together, and I couldn't be bothered with all that. Instead, it, and the chassis, are varnished by hand. The Vallejo varnish brushes well, and dries nicely matt, even on the metal parts.

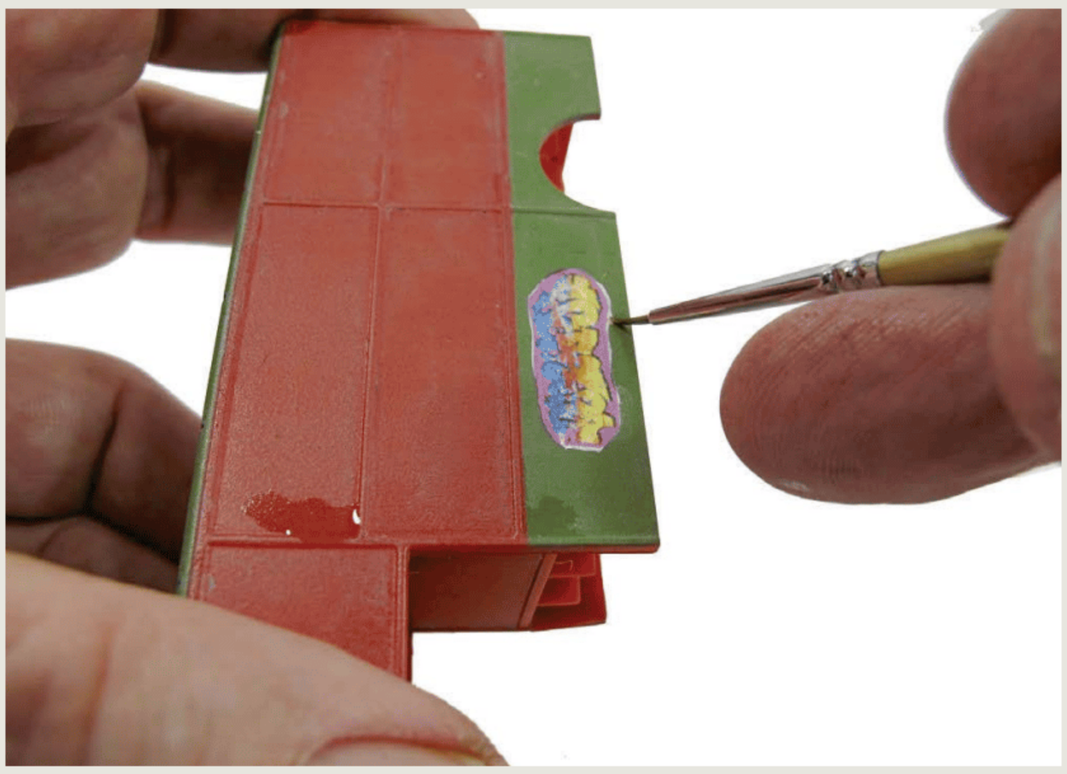


5 Left in the sun, paint will fade, so I'm applying a coat of MiG filter. This is a thin, pale grey wash, which tones down the colour of anything it's painted on. Ideally, you use an airbrush, but it's too cold to spray in my garage, so I'm experimenting with brush-painting and it's OK.



6 We'll assume the local ne'er-do-wells have been out and about, and add graffiti using an Ancorton Models transfer pack. These are printed on a clear background, so I draw around it and paint a white patch on the lorry, so the colours show through properly.

Getting Practical



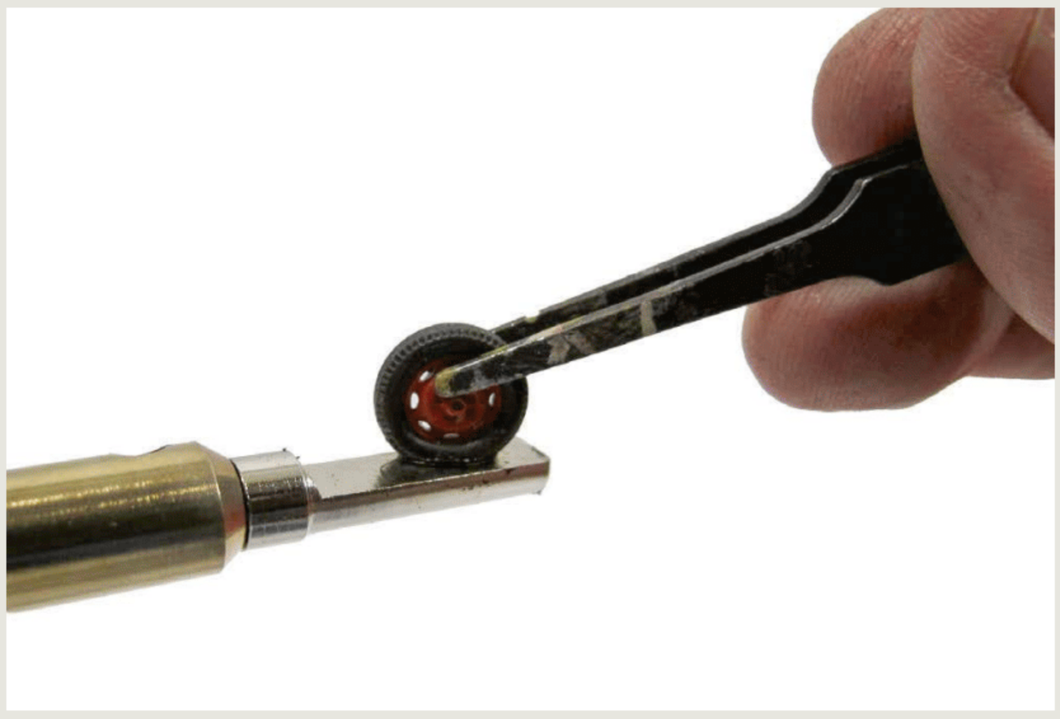
7 Where the white edges of the patch show around the graffiti, I refine them with a damp (not wet) brush with thinners. This works while the white enamel is only touch-dry, but not hard. Gently brushing along the edges lifts the paint into the bristles.



8 A little brutal work with some pliers removes a front wheel. The internet offered nothing useful, so I built a drum brake using bits of plastic tube, glue, and guesswork.



9 To prop the lorry up, I make a stack of bricks out of some 4mm laser-cut ones produced by scalemodelscenery. It's easier to paint them when on the sheet than once separate; these are only 3mm long!



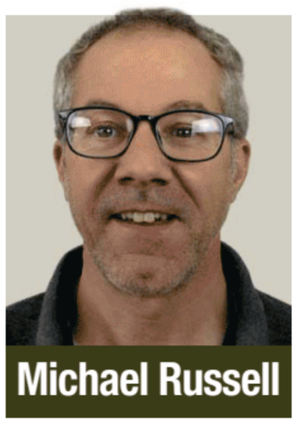
10 If a vehicle stands for long enough, the tyres go flat. Experimenting with the spare wheel removed from the front, I push it onto a hot soldering iron, and then on to a piece of wood. This reshapes the vinyl tyre nicely.

11 Time for the weathering powders, dark and pale brown, for a nice scruffy feel. One benefit from the earlier varnishing is that the surface is microscopically rough and will grip them properly. A wipe down the sides with a damp finger replicates rain-washed dirt.

12 Finishing touches come from some MiG weathering pencils used to add grubbiness along the bottom edge of the lorry body, and shiny metal on the wheel arch tops, where the crew will have slid out of the door and worn the paint away.

INTERMEDIATE

Build a lifting section



Michael Russell

IF YOU fit a layout permanently in a room, then unless that room is large, the door will intrude into the space you'd really like to use for the layout. You could remove the door, fit a sliding door, or modify the door so it opens outwards, but if these aren't viable options, then a lifting section can be used.

The main consideration is that the lifting action be precise and consistent, as any misalignment will lead to derailments.

The best thing to use is a piano (continuous) hinge. Buy a steel one as they are stronger than brass and use steel screws that fit the holes provided. The screws will be small, but there will be a lot of them. It is surprising how much weight this system can handle.

If you aren't a confident carpenter, it is worth thinking about subcontracting the building of the lifting section to someone with the necessary skills. My lifting framework was made by my brother-in-law and is much better than anything I could have made.

WHAT YOU NEED

2in x 1in planed timer, plywood or Sundeal for top, Door stop from Cheshire Mouldings, steel piano (continuous) hinge, PVA glue, screws of various sizes, red acrylic paint, two single pulleys, weight material of your choice, sturdy screw hooks, rope to match pulley size, 1in panel pins, marker pen, spirit level, wood saw, screwdriver/ electric screwdriver with pozi-drive head, set square, pencil, bradawl, hammer drill, tape measure, universal drill set.

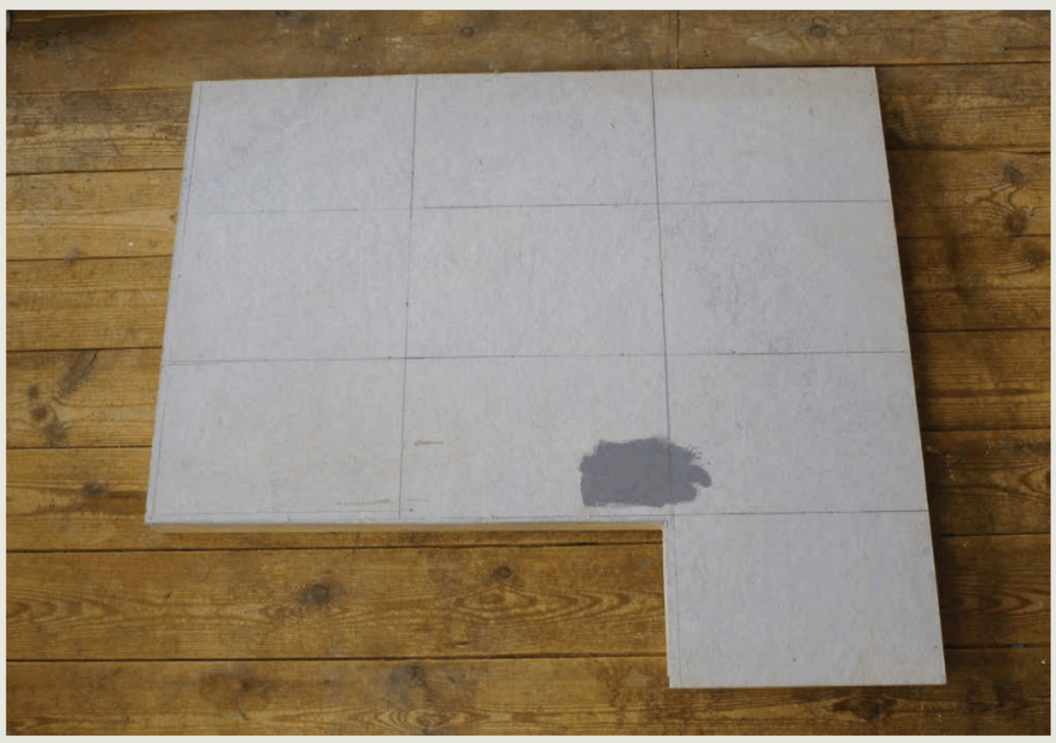
Getting Practical



1 The lifting section needs to be attached to something sturdy. I built a frame from 2in x 1in planed timber to the height of the layout and to the width of the top at this point, which is 2ft in this instance. It is firmly attached to the end of the baseboard section.



2 The lifting section is made from 2in by 1 in planed timber formed into a lattice. It needs to be strong, so the joints should be screwed and glued. Measure the width of your door to ascertain the size required; mine is 35.5 inches across.



3 A Sundela board top was pinned and glued using PVA to the lifting framework. If the Sundeala board is well supported and is not exposed to damp, it does have some advantages. In this instance, I employed it to reduce noise on this large expanse of unsupported board.



4 Decide where the tracks are to go and ensure that there is sufficient clearance using a gauge or by measuring. Measure the height of the rails, taking into account any unlay you intend to use, such as cork. You want to maximise the single length of continuous hinge employed so leave as much room for it as possible.



5 The piano hinges need to be mounted higher than the top of the rails, so employ a spacer. Cut the piano hinges to length and ensure that as many mounting points as possible are retained. Check that the screw points are clear of other fastenings. Move the latter or redrill fixing holes.



6 Glue and screw the spacer in place, ensuring there will be no clash of screw position with those in place or on the hinge. Place the hinge in position and bend it over so the whole length is aligned with the spacer. Now fit the screws. Offer up the lifting section and fit the hinge to that, too.



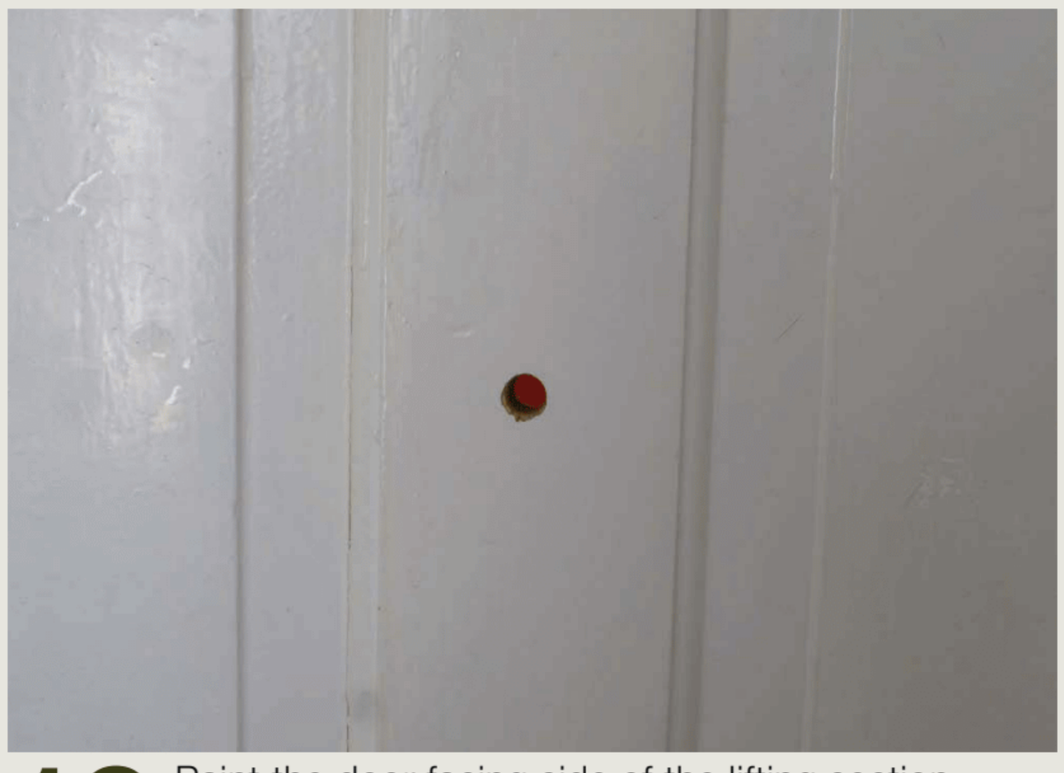
7 Fix a batten to the wall for the lifting section to rest on. Ensure that the batten is narrow enough (mine is a length of 2in x 1in), so as not to interfere with the room door. Rather than set it level, set it so that the lifting section rests evenly along the length of the batten. If necessary, lengthen the lifting section width by adding brackets.



8 Fit a backstop to hold the lifting section past the vertical. Consider fitting a locking mechanism to lock the position either raised or lowered. This will stop the lifting section accidentally falling down and stop the section, being lifted when trains are running.



9 A counterbalance will make the lifting section lighter in operation and less dangerous. A series of pulleys leads to a weight on the other side of the room that descends through a hole cut in the baseboard. The weight hits the floor just before the lifting section reaches the vertical position.



10 Paint the door facing side of the lifting section red. Drill a hole in the room door at the same height so that the red can be seen from the outside. Put a warning notice up not to open the door when red shows!

TOP TIP: When ascertaining your counterbalance weight, a plastic four-pint milk container is very useful as water can easily be added or removed and there is a handle to tie the rope to. Replace it with a smaller, denser weight once you are happy.

FOLLOW THE STORY:
LOOK OUT FOR FURTHER UPDATES ON MICHAEL'S NEW LAYOUT BUILD IN UPCOMING ISSUES OF BRM!





Weathering the HAA MGR Wagon



Michael Russell

WHEN COAL was being burned in large quantities to generate electricity, rakes of these wagons were a common sight going between mines and power stations. They have all gone now, but are great subjects for weathering, like all wagons. There is a huge variation in weathering depending upon how long they have been in service, which gives you lots of scope for modelling individual wagons. There are plenty of excellent reference photos online, which makes this task so much easier.

The top canopy is only lightly glued in place, and I would remove it as it does make weathering the inside of the wagon easier, but include it in the weathering process should you wish to refit the item later.

If you have this wagon, then you are likely to have quite a few of them, as they ran in lengthy fixed formations. These weathering steps have therefore been produced using the Pareto Principle so that you can achieve maximum realism in the shortest possible time and therefore process a rake of wagons as expeditiously as possible.

You will find it easier to weather if you use matt varnish as a carrier for your colours. This will make the paint more opaque and make it easier to get the correct consistency for spraying.

WHAT YOU NEED

Hornby
TT6013A BR Railfreight HAA MGR wagon

Other
Matt enamel varnish, matt acrylic varnish, red, yellow, dark rust, white, black acrylic paint, acrylic thinners, modellers' masking tape, small paint brushes, double-action airbrush or weathering powders, flat-bladed screwdriver.



1 Remove the wheels and then give the model a light coat of matt enamel varnish with a tiny drop of light grey added. This knocks the silver finish back to a more realistic shade and gives a good surface to use acrylic paint or weathering powders, if so desired.



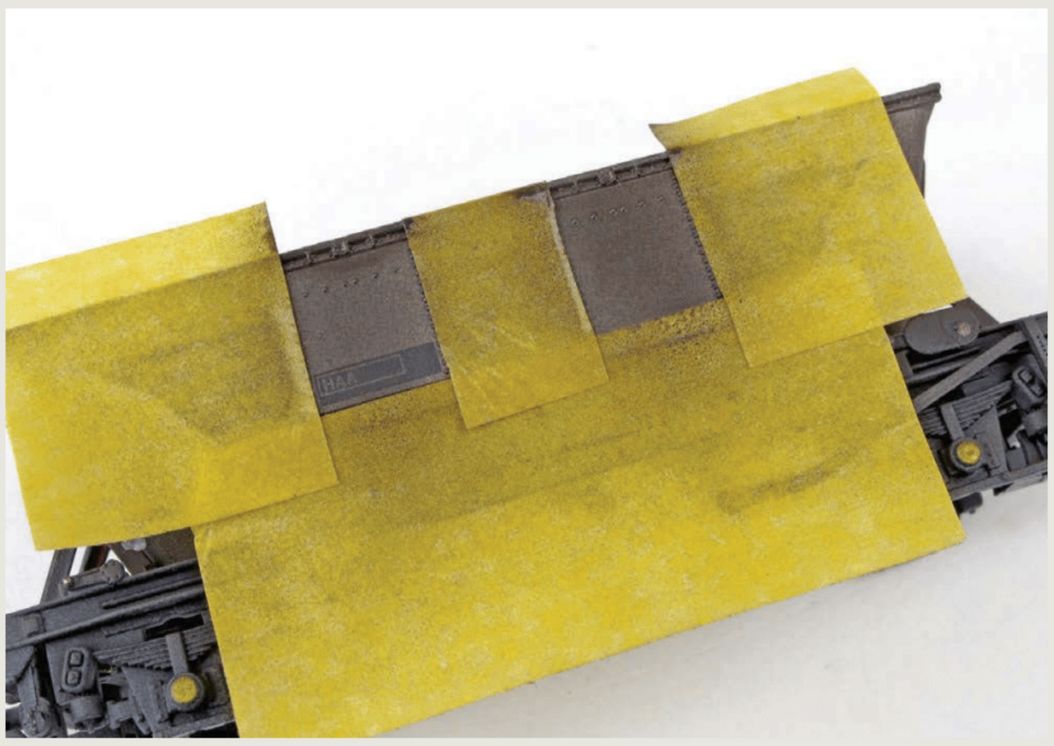
2 When the model has had a chance to completely dry, using acrylic paint and a small brush, colour the axlebox covers. Red or yellow are the colours I have observed on the prototype, as well as black.



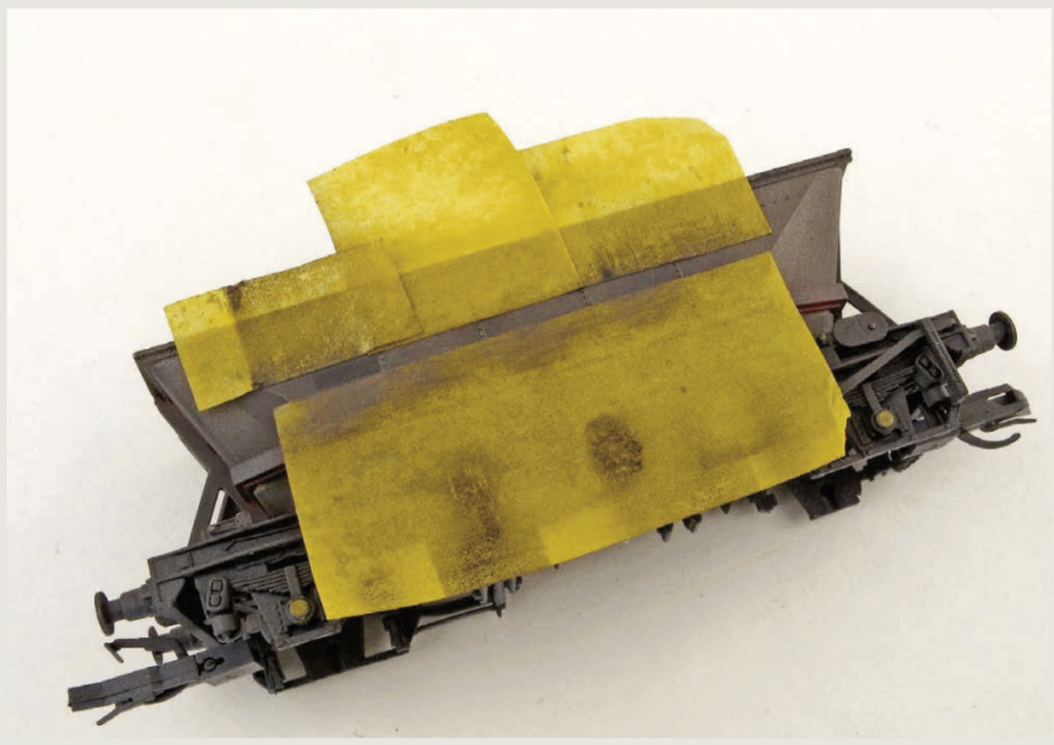
3 Spray the wheel faces a mid grey. The inner wheel faces and the axles look best, if painted with a dark grey. Notice that one of the wheels on each set is fitted with a braking surface, so remove the paint when dry with a flat-bladed screwdriver to reveal the original metal.



4 Load an acrylic varnish into the airbrush cup and add a dark rust colour and spray on the chassis, hopper body and inside. Vary the amount for contrast and add more on the wagon ends and lower body sides.

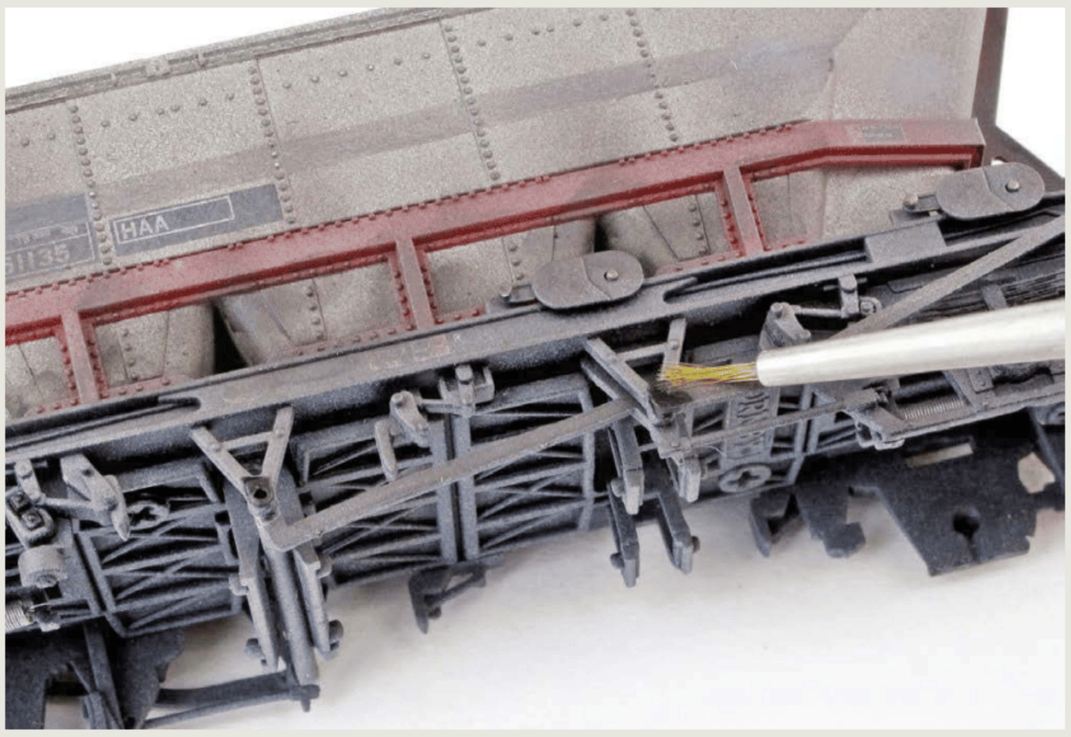


5 Mask some of the side panels and spray using the same dark rust colour. Try using different shades of rust and brown for even more contrast. If you are doing a rake of wagons, there is great scope for variety here.



6 On some wagons, there are horizontal lines along the body sides, no doubt as a result of processing at the loading or unloading points. To imitate these, mask horizontal lines and spray lightly with the same dark rust colour or vary by using a dark grey.

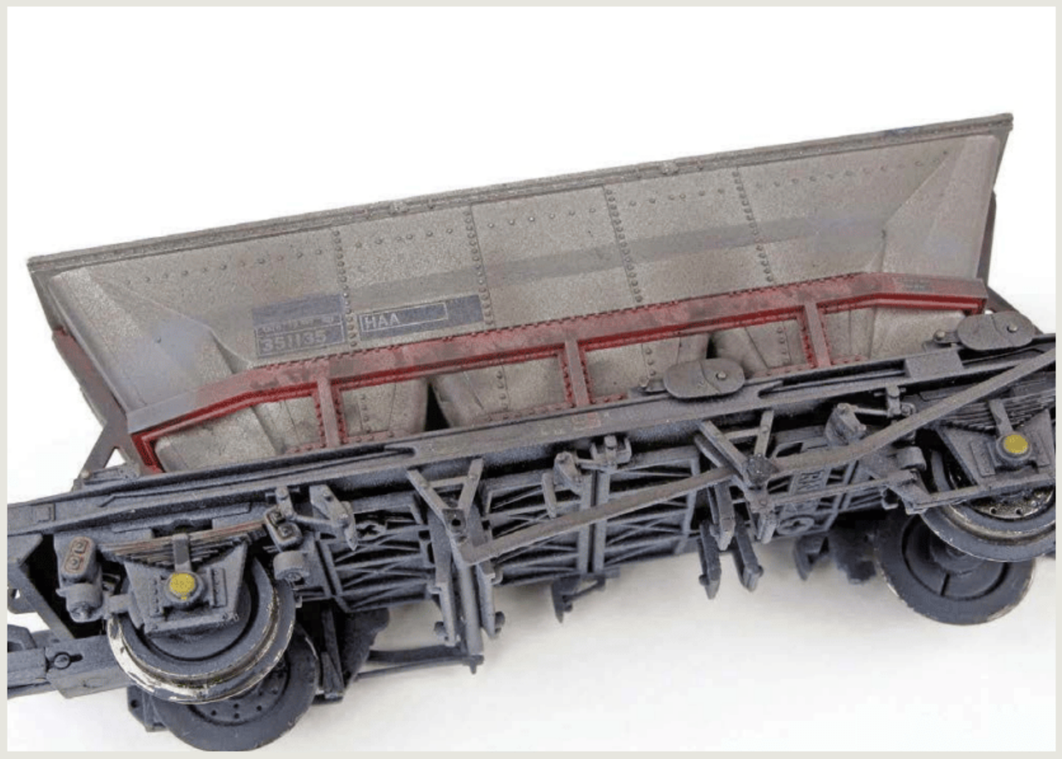
Getting Practical



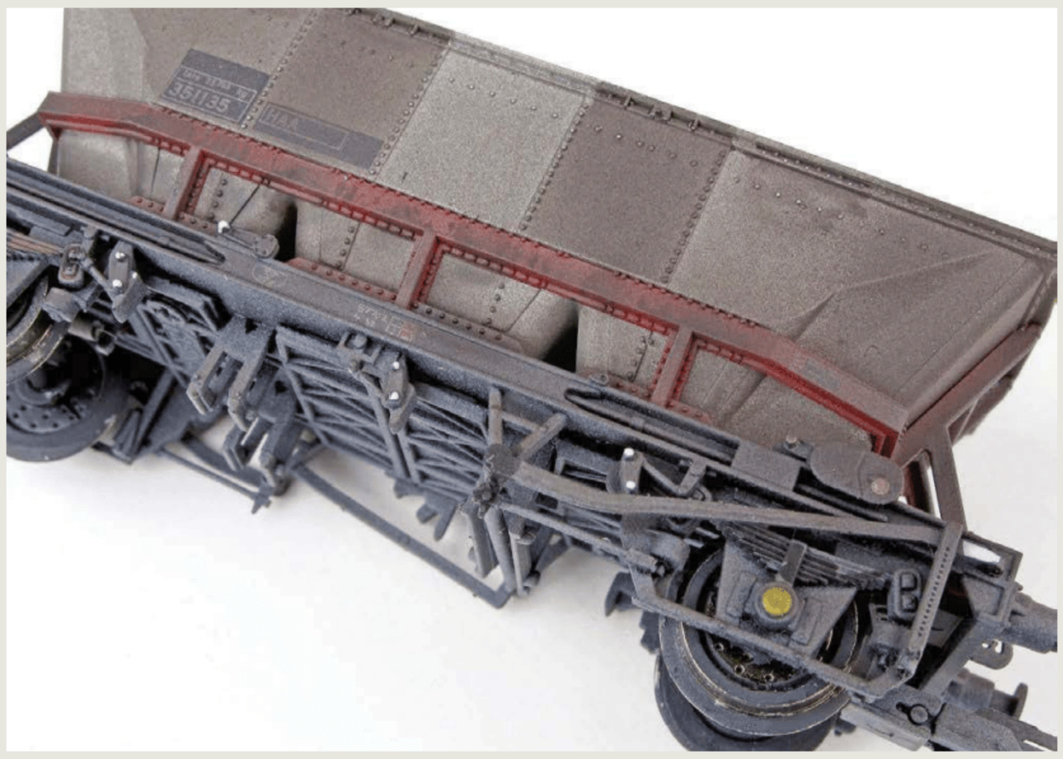
7 The wagons did receive some maintenance, so, using a small paintbrush, add some black to the springs and the ends of the brake cross shafts to imitate oil stains. Also, add some to the buffer face centres.



8 These wagons carried coal and would be dirty on the inside from their very first load. Fill the airbrush cup with matt black and spray inside, adding more to the bottom of the wagon.



9 Rust was common on the stays around the wagon sides. Imitate this by dabbing on spots of dark rust-coloured acrylic using the dry-brush technique and also on the three funnels at the bottom of the main hopper.



10 The wagons were often marked to highlight the brake gear. Mix white with a little grey and add to the shaft ends and to the brake lever on each body side using a small paintbrush. This varies from wagon to wagon and is another way to add variety.



ALL SKILL LEVELS

I finished by adding smoke stains with weathering powder. The building was then stuck to the base and bedded into the scenery. It will hold 3 narrow gauge (009) tank locos. It's difficult to see inside, but making the roof removable allows detail to be added later, if desired.

Build a Glyn Valley Tramway Engine Shed



Michael Campbell

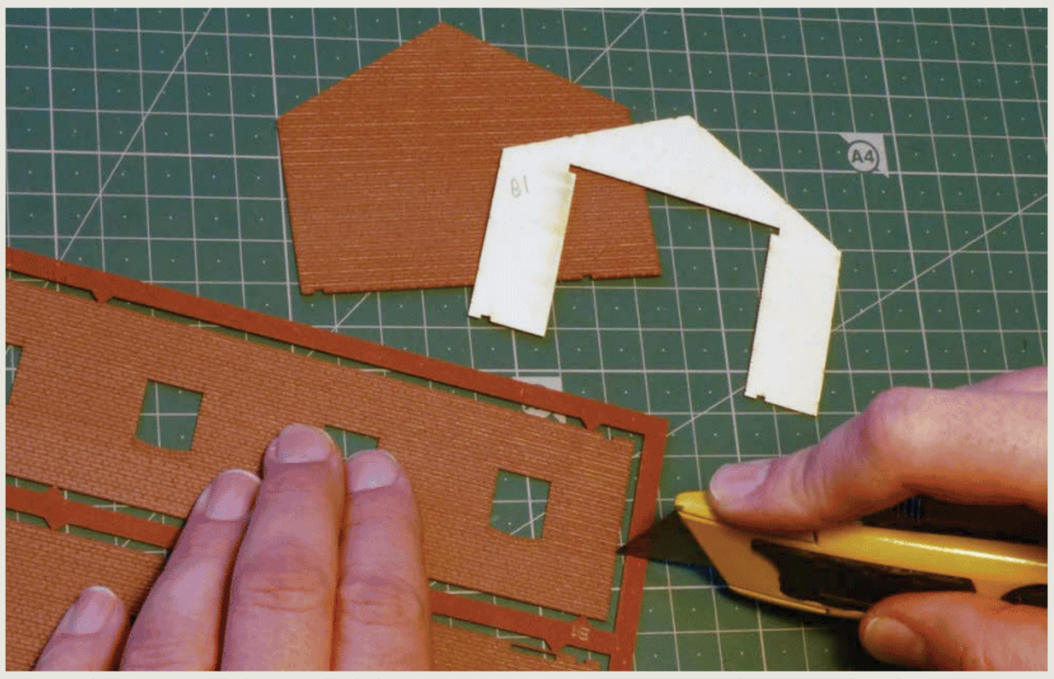
THE GLYN Valley Tramway was a narrow-gauge steam roadside tramway that ran from Chirk to Glyn Ceiriog in mid-Wales. The engine shed still stands beside the road in Glyn Ceiriog, now housing a museum to the line, and is the subject of this kit from Dapol. The kit uses laser-cut card, including a 3D brick effect. The downloadable instructions are excellent, but I did deviate from them to make the roof removable, providing access to clean track and reach locos inside. Unusually for me, I did most of the colouring before assembly, using enamel paints and colouring pencils. I have built the kit as intended, as a narrow-gauge loco shed, but it could just as easily be used as a store, workshop, or part of an industrial complex.

WHAT YOU NEED

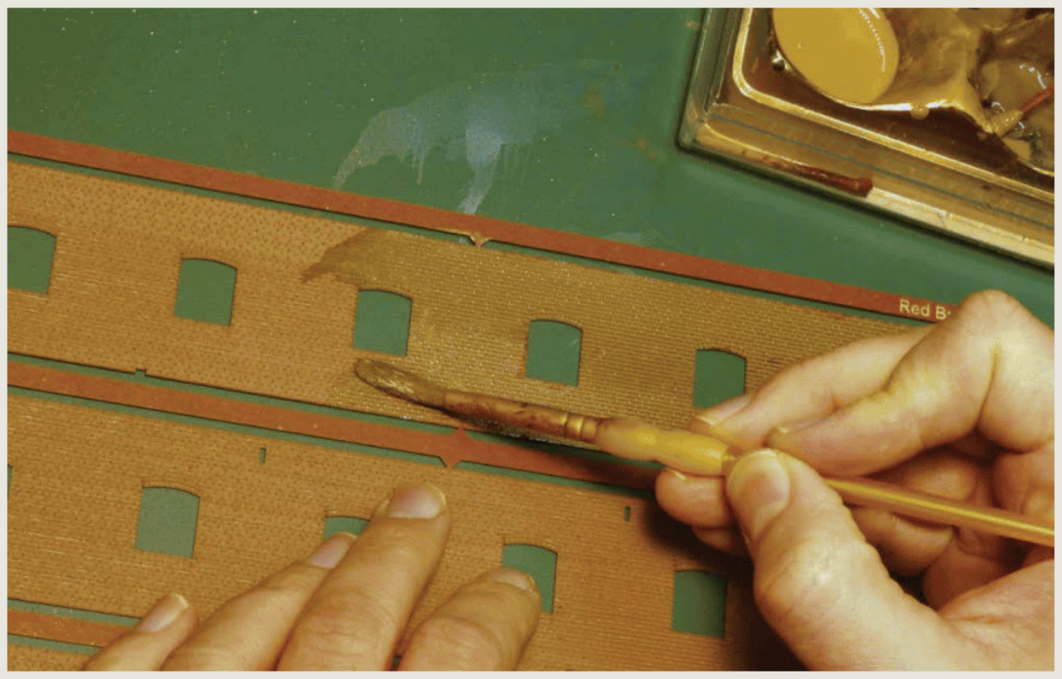
Dapol
4B-000-002 OO/OO9 Gauge Narrow Gauge Engine Shed.

Other
Planked and 0.5mm plain plastic sheet, modelling knife, steel rule, PVA glue, superglue, pin vice, 0.6mm drill bit, 0.5mm wire, enamel paints, coloured pencil crayons, weathering powder and talcum powder.

Getting Practical



1 I started by nicking mortar courses into window recesses and around the ends of the wall panels, checking the instructions for which panels would be on the outside of corners. A thick blade is ideal for this.



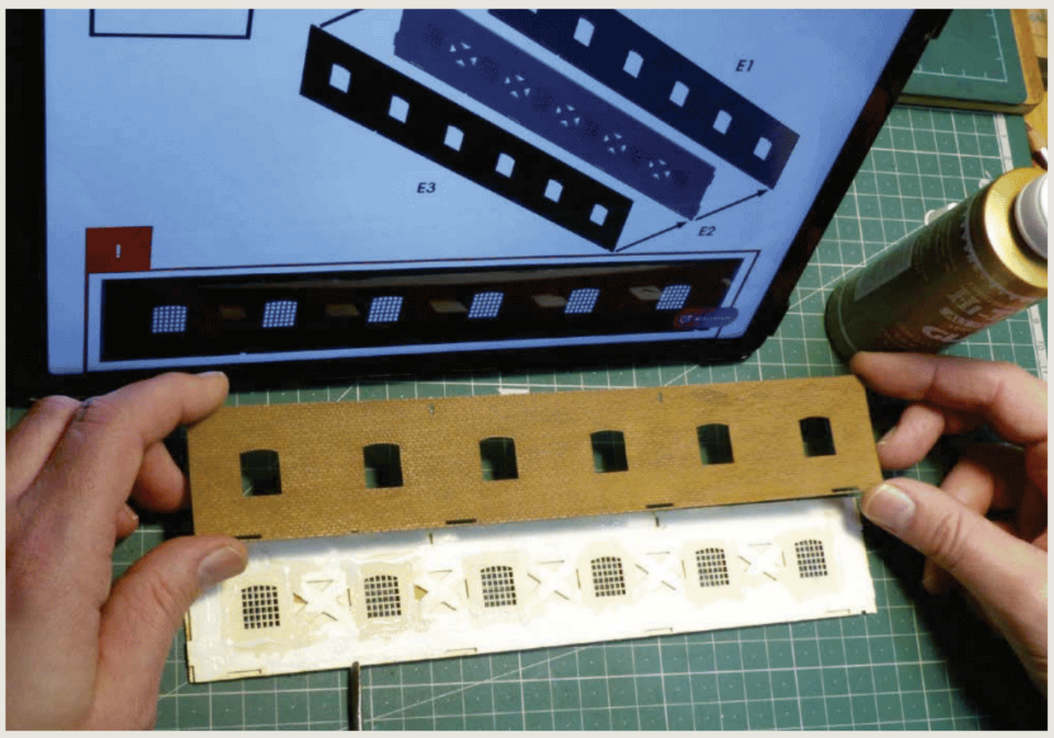
2 The brick walls were flooded with a pale brown mortar colour enamel paint (water-based would warp the card), thinned to a milky consistency with enamel thinners to run into the courses. I also painted the window frame layer a dirty creamy white.



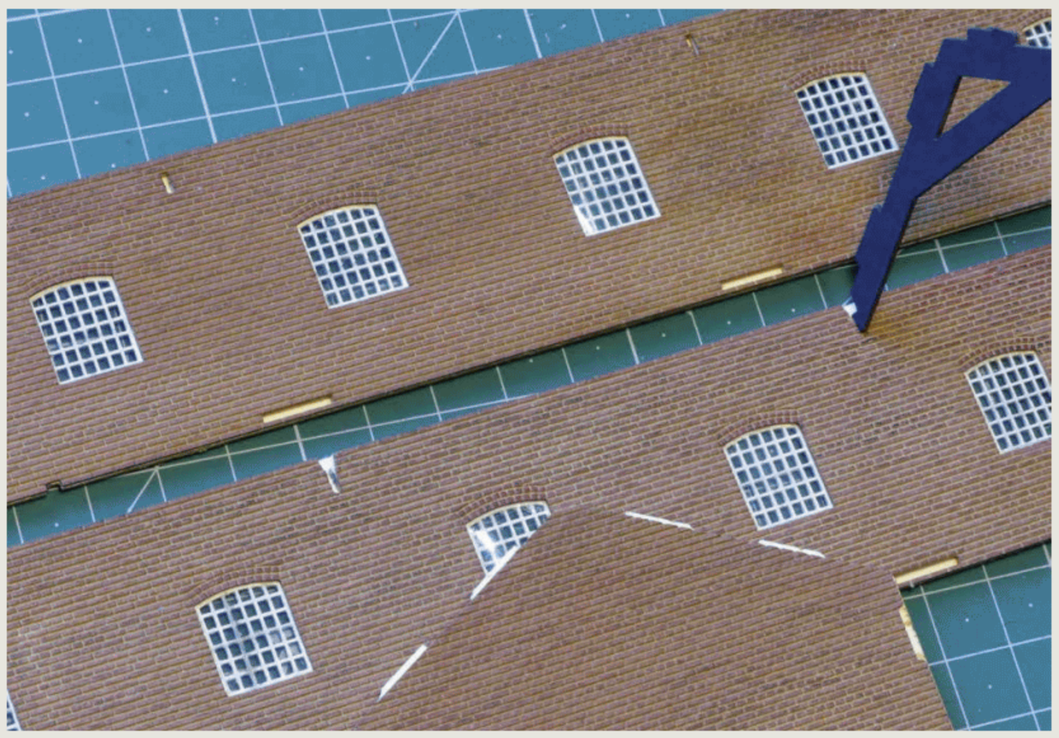
3 The bricks were then coloured using pencil crayons. A variety of browns, oranges and reds were shaded onto the raised brick surfaces in a mostly horizontal direction, with the occasional light touch of black. Window arches were shaded red.



4 The grey card floor pieces also got a shading with paler grey and brown pencil crayons, then a dusting of talcum powder and a light dusting of smoke weathering powder, which resulted in a pleasing concrete effect.



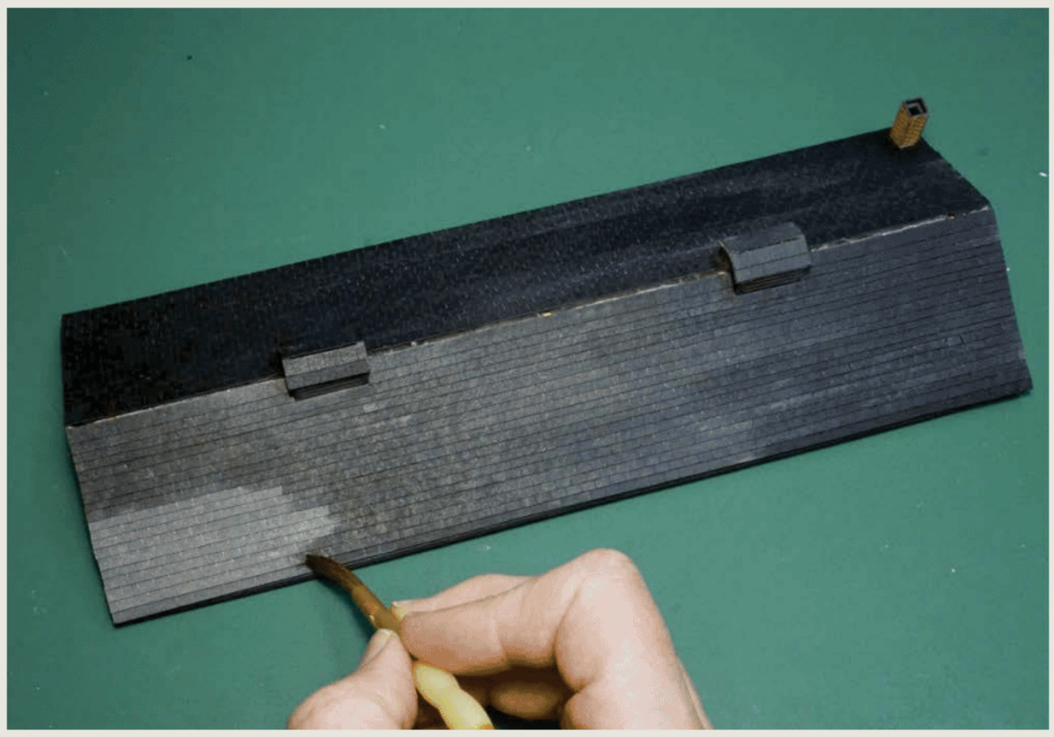
5 Assembly then followed the excellent downloadable instructions, paying careful attention to where there are notches to align to ensure correct layering of parts. I used a tacky PVA, although normal PVA would work fine, giving a little more time to adjust parts.



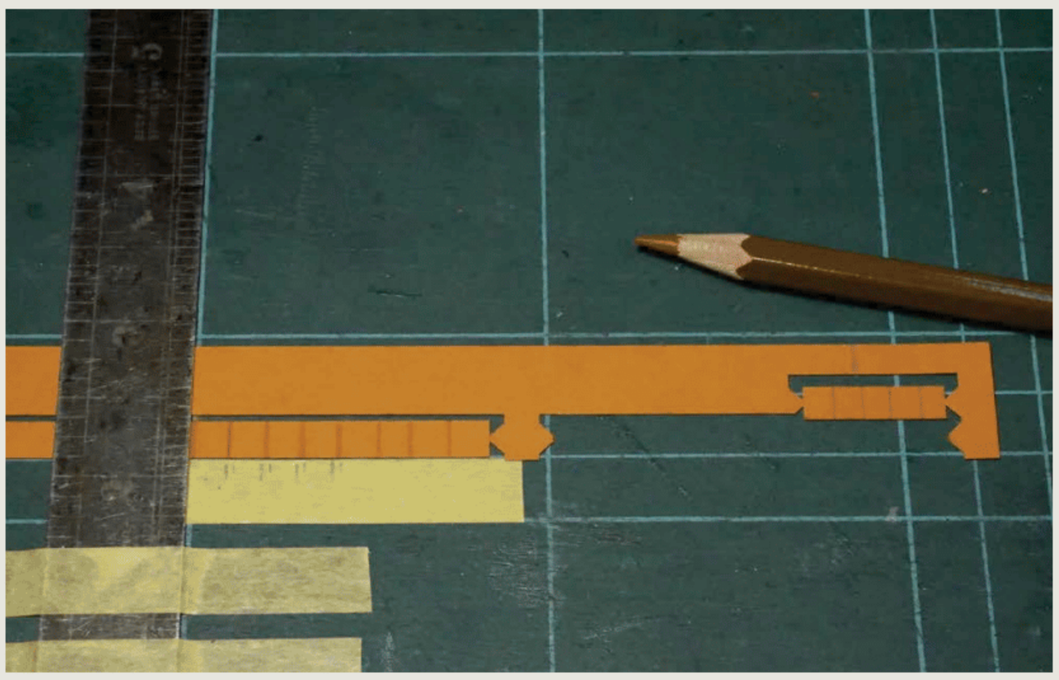
6 I did deviate from the instructions to allow the roof to be removable. The slots in the sides for the roof timbers were opened upwards with a V-shaped cut, and the tabs on the gable end were trimmed at their lower end, allowing the roof to drop on from above.



7 The roof was assembled separately, with a strip of cereal packet card scored and folded to reinforce the ridge and the fascia boards attached to the sides with strips of sticky computer label. The tabs and the tips of the roof beams were soaked with superglue to harden them.



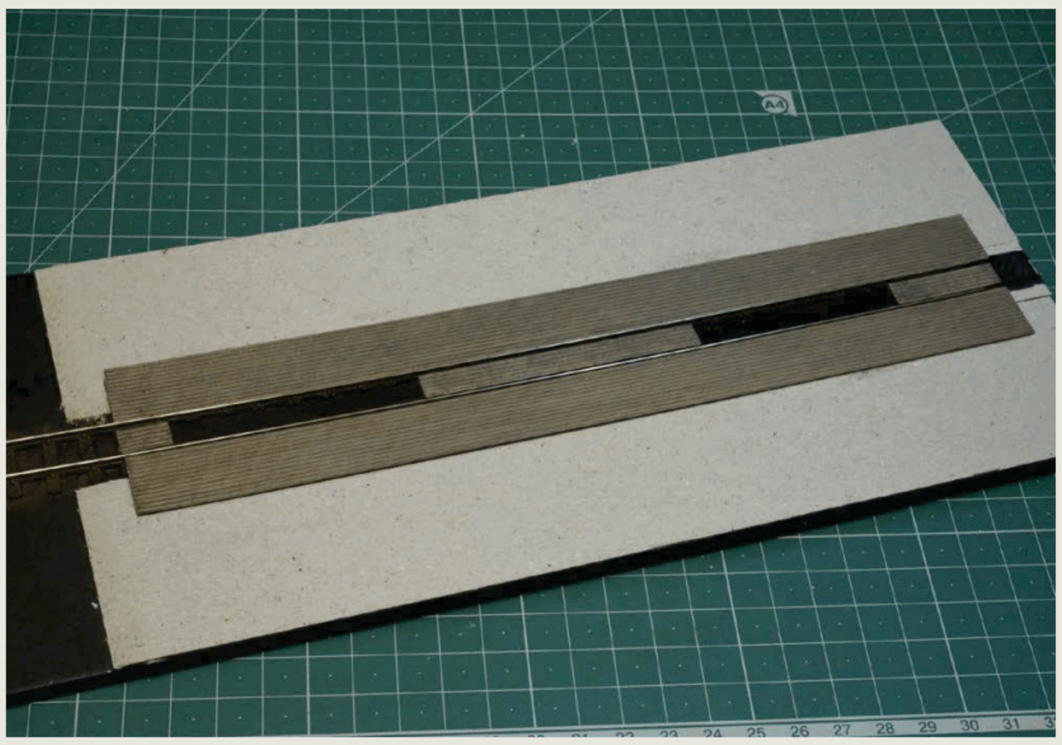
8 The roof looked plain and shiny, so I dusted it with talcum powder, then applied a thin wash of dark grey enamel. It looked too dark when wet, but, once dry, a light rub over with pale grey and blue pencil crayons brought it some life.



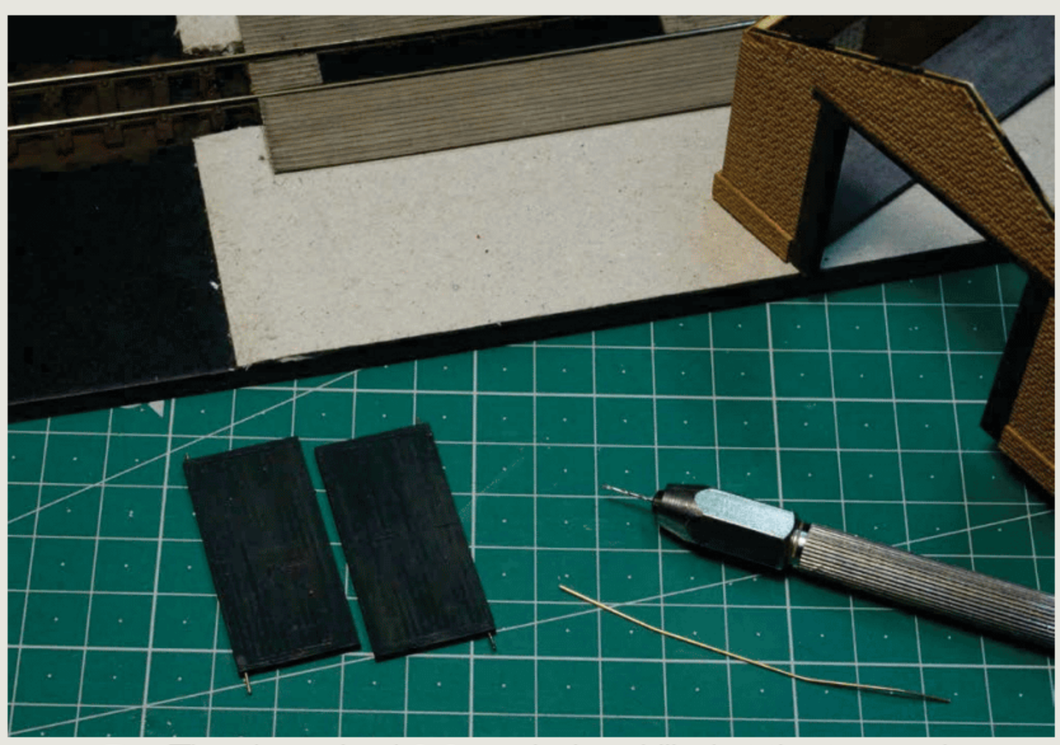
9 The paper ridge strips are very visible. To make them look more like individual ridge tiles, a simple jig (a steel rule and tape) was used to mark off tile joints every 4mm with a brown pencil crayon. A thin grey wash then toned them down a touch.



10 The building sits too low for some 009 locos, including my old GVT tram Peco kit, and the doors touch the ground, so I used 2mm thick card as a foundation on either side of the track. This brings the floor part of the kit up almost to rail height.



11 To fill the gap between the strips of floor in the kit, I used planked plastic (Slater's) cut to fit with 0.5mm plastic sheet to bring it just below rail height. Sleepers were removed for inspection pits; painted black, their lack of depth will not be visible.



12 The doors had 0.6mm holes drilled at the top and bottom corners, having hardened the card there with superglue before painting. Short lengths of 0.5mm wire were stuck in, then fitted into holes drilled into the lintel and floor. They're then movable, but still don't clear the rails! Job complete!

YORK MODEL RAILWAY SHOW

At the
KNAVESMIRE
STAND
York Racecourse

OPEN DAILY
From 10am to 5pm
Monday close 4.30 pm

Easter Saturday, Sunday, Monday
4th, 5th, 6th April 2026

Signposted from A64 York Outer Ring Road

120* Stands including

Demonstrations by expert modellers—show you how.

TRADE STANDS to supply ALL your modelling needs.

Scale and Preservation Societies

Parking for over 800 cars.
(ground conditions permitting)

Full Refreshment Service and Licensed Bar.

(* Estimated Numbers)



Admission Prices:- Adult £15 , Child £2, Family(2A+3C) £32

Visit our website for full details :-

www.yorkshow.org.uk

Say "Bye-Bye' To The BS!

ULTIMATE Wire-Free Operation!

All the benefits, Zero BS!

The DCCconcepts ESP system gives modellers of every skill level ALL the advantages of wire-free connections, with a super simple setup and almost zero cables!

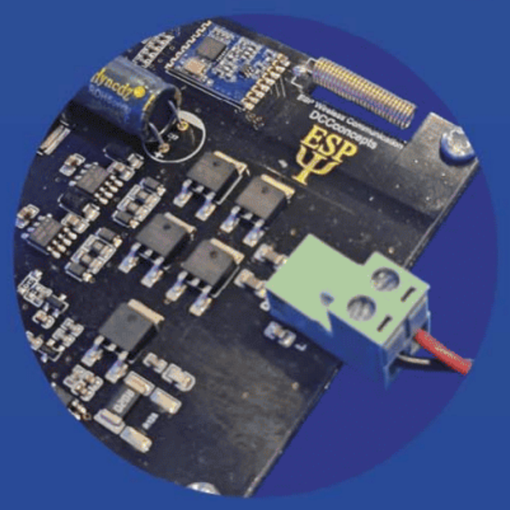


Works with ANY controller!

DCCconcepts ESP works seamlessly with ANY DCC control system, integrating perfectly with your existing DCC power or accessory bus!

No Computers, No Routers or Tricks!

Whatever your home set up is, ESP just works! Say goodbye to multiple confusing soldered connections! Simply plug it in, press some buttons and you're off!



Why waste time on complex configuration? ESP truly is 'plug & play' and will have you up and running trains before you know it!

thinking outside the square

Ph +44 (0) 1729 821 080 - sales@dccconcepts.com - www.dccconcepts.com

Ellis Clark
TRAINS

25 YEARS
EXPERIENCE

Sell Your Collection

TRUST OUR EXPERTS

SCAN TO ENQUIRE

CUSTOMER FRIENDLY, DOWN TO EARTH APPROACH

ABOUT US

For over a decade, Ellis Clark Trains has been purchasing model railways, die-cast vehicles and railwayana – including some of the largest single-owner collections the market has seen.

We travel widely to value collections but can also make offers based on lists sent to us via email or post. With specialist knowledge of 7mm finescale O gauge as well as Continental and American models, we purchase all scales from all eras.

You'll find us friendly, professional and down-to-earth, and we'll work with you to understand your needs. So give us a call or drop us an email to discuss the next step in finding a new home for your trains.
And in case you're wondering... **Albert is the dog**.



WILL



ELLIS & ALBERT

Contact us today
We'd love to hear from you

will@ellisclarktrains.com | **01756 701451** | ellisclarktrains.com

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

TRACTION

ISSUE 308 | APRIL 2026

CALDER VALLEY LINE



ALSO INSIDE:

- Clayton Debacle
- Extreme Weather
- Wilton To Felixstowe





THE CALDER VALLEY LINE IN THE BR SECTOR ERA

Words: Matthew Cahill Photography: Michael McNicholas

Wednesday, February 20th, 1991: 10:30. Snow covers the ground as Railfreight Petroleum sector 47319 Norsk Hydro passes the signal box at Hebden Bridge with westbound empty tanks for Stanlow oil refinery. It is probably 6M54 from Leeds to Stanlow.

COVER IMAGE: Wednesday, January 7th, 1987: 14:45. In BR blue colours 56008 heads west at Mytholmroyd with 7M49 Healey Mills Yard to Fiddlers Ferry MGR.



Sunday, June 17th, 1990: 13:40. 47475 is seen approaching Hebden Bridge station with the diverted 1M63 08:00 Newcastle to Liverpool Lime St. service. In the background, another Class 47 hauled diverted eastbound service can be seen.



Wednesday, September 18th, 1991: 13:11. New into service WYPTE 'MetroTrain' Class 158903 is seen arriving at Sowerby Bridge with the 11:47 York to Liverpool Lime Street service. The folly on the hillside is Wainhouse Tower, built as an ornate mill chimney but never used as one.

There has been a railway through the Calder Valley since the Manchester & Leeds Railway built its line in the 1840s. This would later be taken over by the Lancashire & Yorkshire Railway in 1847, and would become their main line between Manchester Victoria and Normanton.

Through the decades, there has been a great variety of traction and types of train from passenger, mail, parcels and freight. Steam traction was still to be found on the line until the beginning of 1968, with Classes 25 and 40 taking over in the 1970s.

The 1980s and early 1990s brought about one of the last varied eras for diesel traction types on the ex-L&YR Calder Valley main line. These included Classes 20, 31, 37, 45, 47, 56 and the then-new Class 60s. This was when the line was still busy with various Trans-Pennine freight flows.



Saturday, April 7th, 1990: 16:03. Class 114 parcels DMU Nos. 55930 and 55931 heads west at Luddendenfoot with the 3M27 Leeds to Manchester Victoria mail.

Wednesday, January 7th, 1987: 13:51. On a sunny afternoon, Railfreight-liveried 31304 heads east at Mytholmroyd with 7E34 Ashton-in-Makerfield to Lindsey empty Total TTAs. The brake van behind the loco was used during the reversal at Ashton-in-Makerfield.



Friday, July 10th, 1987: 15:00. Railfreight-liveried 37692 heads east at Mytholmroyd with 6E80 Preston Deepdale to Healey Mills Yard empty HEA coal empties.

Calder Valley Line Freight trains 1990					
Code	Days	From	To	Time at Healey Mills	Sector
EASTBOUND					
6E15	WFSO	Stanlow	Jarrow	03:21	Petroleum
6E37	EWD	Stanlow	Leeds	05:05	Petroleum
6E33	MX	Fiddlers Ferry	Doncaster	05:15	Coal
6E56	MX	Fiddlers Ferry	Doncaster	08:56	Coal
6E25	SX	Stanlow	Leeds	09:15	Petroleum
6E18	SX	Stanlow	Jarrow	10:53	Petroleum
7E60	MWFO	Preston	Lindsey	11:24	Petroleum
6E02	SX	Castleton	Healey Mills	11:47	Departmental
6E31	TThFO	Weaste	Port Clarence	12:36	Petroleum
7E34	TThO	Ashton-in-Makerfield	Lindsey	13:01	Petroleum
6E80	MWFO	Preston Deepdale CCD	Healey Mills Yard	13:19	Speedlink Coal
6E32	SX	Warrington	Healey Mills	14:38	Departmental
6E21	SO	Ellesmere Port	York	16:04	Coal (containers)
6E70	WO	Burn Naze	Lindsey	16:35	Petroleum
6E22	SX	Fiddlers Ferry	Doncaster Down Decoy	20:56	Coal
7L13	TO	Weaste	Ripple Lane	21:17	Petroleum
6E23	MSX	Ellesmere Port	Blyth	23:14	Coal (containers)
6E26	SX	Warrington	Doncaster	23:07	RfD

Calder Valley Line Freight trains 1990					
Code	Days	From	To	Time at Healey Mills	Sector
WESTBOUND					
6M42	MX	Jarrow	Stanlow	00:01	Petroleum
6M84	MX	Doncaster	Warrington	00:48	RfD
7M26	MX	Doncaster	Fiddlers Ferry	01:14	Coal
6M56	SX	Humber	Stanlow	01:47	Chemicals
6M15	WO	Lindsey	Burn Naze	02:20	Petroleum
6M32	MWFO	Lindsey	Preston	03:45	Petroleum
7M25	TThO	Lindsey	Ashton-in-Makerfield	04:55	Petroleum
6M49	TThFO	Port Clarence	Weaste	05:04	Petroleum
6M76	MWFO	Healey Mills Yard	Preston Deepdale CCD	05:57	Speedlink Coal
6M55	SX	Healey Mills	Castleton	07:35	Departmental
6M21	SO	Blyth	Ellesmere Port	07:39	Coal (containers)
6M22	TO	Ripple Lane	Weaste	09:52	Petroleum
6M54	EWD	Leeds	Stanlow	12:00	Petroleum
7M49	SX	Doncaster Down Decoy	Fiddlers Ferry	12:22	Coal
6M21	MSX	Blyth	Ellesmere Port	14:22	Coal (containers)
6M35	SX	Leeds	Stanlow	16:29	Petroleum
6M19	WFSO	Jarrow	Stanlow	16:41	Petroleum
7M17	SX	Doncaster	Fiddlers Ferry	21:25	Coal

Sources; 1990 Freightfax: Michael Rhodes and Paul Shannon and 1990 Eastern Region WTT

Thursday, February 21st, 1991: 12:55. Railfreight Distribution-liveried 47359 hurries towards Hebden Bridge station with the 6E36 empty petroleum coke train from the Holyhead Rio Tinto Zinc (RTZ) plant to the Humber refinery at Immingham train. This train had run via Huddersfield and Diggle in 1990.



Wednesday, June 10th, 1987 15:47. A converted Metro-Cammell Class 101 DMU, now branded 'Express Parcels', approaches Mytholmroyd station with the 4M27 14:20 Leeds to Liverpool Lime St. working.

These included domestic coal, coal to power stations in MGR trains and export coal in yellow Cawoods PFA containers from the North East and Yorkshire collieries to Preston Deepdale, Fiddlers Ferry Power Station and Ireland, respectively.

Tanker trains with petroleum, bitumen and chemicals from the East and West Coast refineries at Port Clarence, Haverton Hill, Hull Saltend, Humber, Lindsey and Stanlow ran to receiving terminals at Weaste, Glazebrook, Mostyn Docks, Ashton-in-Makerfield, Preston Docks, Leeds, Jarrow and Torksey.

Other regular freight traffic through the Calder Valley was Civil Engineers' departmental flows from Castleton to Healey Mills Yard and from Warrington Walton Old Junction Yard to Healey Mills Yard. There were also some 'Speedlink' workings, as well as the Humber to Holyhead RTZ petroleum coke trains. Other traffic at various times included Lackenby to Blackburn steel trains and a Warrington Arpley Yard to Dalry 'Enterprise' conveying loaded salt wagons for Roche Pharmaceuticals in Scotland.



Monday, December 22nd, 1986: 10:45. Wearing the BR large logo livery 56091 is seen on Gauxholme viaduct, west of Todmorden, with 7E60 Preston Docks to Lindsey oil refinery empty TEA tanks.



Monday, October 21st, 1991: 15:36. 56072 is passing Mytholmroyd at the head of the late-running 7M49 11:18 Doncaster Down Decoy to Fiddlers Ferry Power Station loaded MGR.



Saturday, February 22nd, 1987: 11:41. 31121 is seen heading westbound at Mytholmroyd with 4M06 10:35 Leeds to Red Bank empty newspaper vans. The train is made up of 4-wheeled CCT vans branded 'Express Parcels' and 'Red Star' and carry the distinctive red and white stripe on the blue livery.



Friday, May 29th, 1987: 09:40. Still providing passenger service in 2026, but not even a year old in this photo, 'Sprinter' 150246 heads east past the long-gone Mytholmroyd West signal box and milk depot (now a car park) with the 2E07 08:55 Manchester Victoria to Scarborough service.

On occasions, there were also some diverted freight trains. A notable one that ran in 1994 was the 6S69 Dee Marsh Yard to Mossend Yard 'Enterprise', which carried empty OTA log wagons originating from Shotton Paper Mill.

There were also numerous types of first and second generation BR DMUs to be seen on the line, including Classes 101, 104, 108, 110, 111, 141, 142, 144, 150, 155, 156 and the newly-introduced Class 158s.

Diverted Trans-Pennine Class 47 loco-hauled trains were also a common sight through the Calder Valley, although this ended in January 1991, when they were replaced by the new 3-car Class 158 Express 'Sprinters'. In addition, there were Leeds to Liverpool parcel DMUs and the Heaton and Leeds to Red Bank newspaper trains, which lasted until 1988.

For me, the British Rail sector era was the most interesting period in the line's history, and brought about the last remaining variety of freight traffic and locomotive-hauled trains.

I have recently acquired some slides from the era by the late Michael McNicholas, a local lineside photographer who lived in Hebden Bridge. His photos now capture a bygone era of the line's history, and the photographs in this feature are just some of those he took showing locations that have changed beyond recognition, and some that are still the same view today.

I would like to thank Paul Shannon for his help when preparing this feature.

Saturday, April 7th, 1990: 14:55. 56119 heads 6E21 Ellesmere Port to Tyne Yard empty Cawoods coal containers near Luddendenfoot.

SHOULD EXTREME WEATHER CONDITIONS OCCUR... A WEST HIGHLAND ADVENTURE

By Alisdair Macdonald



It was sometime in the autumn of 1981 that a group of us decided we should book the weekend package trip over the West Highland line to Fort William and Mallaig. The package was organised by Bernard Staite, the operations manager of the Steam Locomotive Operators Association [SLOA]. Many will remember the high regard the railway industry competency had for him when he ran a number of SLOA railtours in the late-'70s and into the '80s. Bernard would put together the tour itineraries, negotiate the timetables and routes with British Rail, and source local water and coal supplies if a steam locomotive was to be employed on the excursion.

Our railtour tour went by the name of 'The Pullman Scenic Land Cruise No.4'. It was booked to run over the weekend of January 9th and 10th, 1982, from Carlisle to travel over the full length of the West Highland Line, complete with an overnight stay in a hotel in Fort William, with dinner, bed and breakfast included, as well as light meals on the train. We would also be travelling in extra comfort to Mallaig as the BR blue- and grey-liveried Pullman coaching stock was to be employed on this Land Cruise.

37112 and 37260 are seen climbing away from Tulloch.





The end of the line, Mallaig, with the SLOA headboard prominent on 37260.



The 'Small Islands' of Rhum, Eigg and Muck are seen from the train at Morar.

Also included in the cost was the train fare from the tour participants' principal home station, using regular timetabled trains to Carlisle. On the Sunday, the tour participants would return home by their own timetabled train services from Carlisle. With the trip booked to start and end at Carlisle, detailed timings were provided by Bernard from 34 different starting points in England. For example, our group all lived in Wirral, on Merseyside. We were given detailed instructions to catch the 07:37 morning train from Liverpool Lime Street to allow us to arrive into Carlisle at 10.19 with a connecting service. For the return trip after the tour on the Sunday evening, our instructions told us that our service train would be leaving Carlisle at 18:07 for Crewe at 20:27, and then with a change of train, we were booked to arrive into Liverpool Lime Street at 21:34.

In the covering letter from SLOA, which contained our travel tickets and hotel details, there was a rather prophetic note. "*Should extreme weather conditions occur during the week leading up to the PLSC* [Pullman Scenic Land Cruise], *then the decision to run the train will be taken at midday on Thursday".* The note gave two telephone numbers to call to confirm if the train was running. It went on to say *"but only* [ring] *please if there is very deep snow and /or severe frost".*

Snow on the ground

Opening the bedroom curtains early on that Saturday morning of our West Highland adventure, there was around eight inches of snow lying on the ground in Wirral. After a round of urgent phone calls with the group, we all agreed we would take a chance on the big adventure. Our 07:37 from Lime Street was running, and with a connection with a Manchester to Glasgow service at Preston, we arrived into Citadel Station only ten minutes late at 10:29. Given the inclement weather that morning, it was a creditable performance, and we were in good time for the onward northbound SLOA special, which was due to depart from Carlisle at 11:30.

Things then began to look a bit touch and go as we waited on Carlisle station platform. Our SLOA Pullman special was now showing a 12:45 departure, an hour and a quarter later than our booked time. As we waited, the station announcer was busy announcing, "*Passengers for South Wales are advised not to travel"*. Platform 1 continued to be occupied by the delayed 03:37 West Coast Postal to Glasgow.

37260 and 26029 are seen at Mallaig after arrival on the Sunday morning,



It was only eight and a half hours late, having arrived into Carlisle around twelve noon. More and more passengers continued to arrive for the SLOA special from their own starting stations. The station buffet staff were being kept even busier than usual, supplying hot drinks and refreshments to the optimistic SLOA passengers, all of whom were, no doubt, looking forward to their seat on the train, the journey north, and an evening meal in Fort William. At last, our 11-car Pullman special arrived, with Class 83 electric No.83005 in charge. We departed from Carlisle at 14:01 - two and a half hours later than the advertised time.

There was a general air of optimism on the train, as the further north we travelled, the less the snow was evident in the landscape. Then, just south of Motherwell, the mood changed. We had come to a complete stop. It seemed our locomotive, 83005, had had enough and was going no further. Our train was now three hours late. Rescue arrived, in due course, from nearby Mossend Yard in the form of Class 37, No.37260. This was the locomotive rostered to take us forward over the West Highland line and to Fort William. At Cowlairs, the Class 37 was joined by Class 26 diesel, No.26029. This locomotive was not just for extra hauling power, as it had the benefit of a steam heating boiler for the steam heating for the train cars.



The driver of 37260 is discussing arrangements during the shunting of the train at Mallaig.



26029 leads the train across Glenfinnan Viaduct.

West Highland Line in moonlight

We should have passed through Craigendoran, and the start of the West Highland line in daylight, just after lunch at 13:59. Our actual arrival time in Craigendoran was some three hours later at 17:08, and in winter darkness. We did, however, have the benefit of a clear frosty sky and a bright full moon, which lit up the snow-covered scenery of the West Highland Line. The dimming of the coach interior lights to emergency lighting mode enabled us to catch the moonlit scenery through the train windows. The long sweep around the Horseshoe Curve with the darkened coaches against the white snowy mountain backdrop was quite magical and quite unforgettable.

The itinerary advised there would be a 16-minute photographic stop at Bridge of Orchy at 15:50. A four o'clock stop on a late winter afternoon would have been fine, but was much less attractive on a snowy, cold, early-winter's evening at around seven o'clock. Our 16-minute booked stop at Bridge of Orchy turned out to be a half-hour wait. Ahead of us was a snowplough, running in the single line section across Rannoch Moor.

The weekend also coincided with an eclipse of the moon. It provided much entertainment for us all in the clear, cloudless and frosty sky for the rest of our trip to Fort William, apart from the short period of the total eclipse when we were in darkness as we headed down off Rannoch Moor along Loch Treig. We arrived into Fort William at 19:43, instead of the booked time of 17;14. Although we had been some two and a half hours late at one point, our train crew had managed to pull back half an hour since leaving Bridge of Orchy.

At Fort William Station, we were met on the station platform by the sound of the bagpipes from a hardy piper, dressed in his kilt. The tour participants were, however, more taken up with dealing with the below-freezing temperature of the local Highland air than the Highland airs from bagpipes, as they stepped out from the warmth of the train and the anticipation of a late dinner. The cold wind blowing off Loch Linnhe was certainly much more than just bracing. A short trip by a pre-arranged coach took us to the Grand Hotel in the town. Other participants were booked into the Alexander Hotel, the Highland Hotel, and the Mercury Motor Inn. Given that we were nearly three hours late, the staff at the Grand Hotel excelled themselves in serving a very welcoming meal of soup, a roast beef dinner and apple pie, all within 20 minutes of our arrival.

To Mallaig

Next morning, we had an early start with a before seven o'clock breakfast. Our road coach was waiting outside the hotel for a 07:45 pick-up and an anticipated 07:55 departure for Mallaig. Stepping out of the hotel, the cold air was even colder than the cold air of the evening before. The town of Braemar, in the Grampians, had recorded a record air temperature of minus 27.2 deg C that night, and Braemar is only 80-100 miles east of Fort William as the crow flies.

When we arrived at the station, we found some of the coach doors could not be opened. Overnight, they had frozen tight shut. To enable them to be opened, the station staff de-iced the doors with propane gas heaters. Stepping into the Pullman car interiors, they were certainly cold. This made us wonder if our Class 26, with its train heating boiler, was not coping with the extreme cold. Heading out along the side of Loch Eil towards Mallaig, landscape and trees were all covered in a thick white hoar frost. And with a bright clear blue sky, snow-covered mountains, as well as a mystical white mist rising from the cold ground, it all made a magical scenic trip.

By the time we arrived into Mallaig, eight minutes late at 09:38, there was little in the way of frost or snow to be seen. The Gulf Stream was keeping the air temperature here that

bit more temperate, but not that temperate. We had half an hour in Mallaig, just sufficient time for our two locomotives to run round for the return journey. The cold air wasn't really favourable for a bracing stroll around Mallaig harbour.

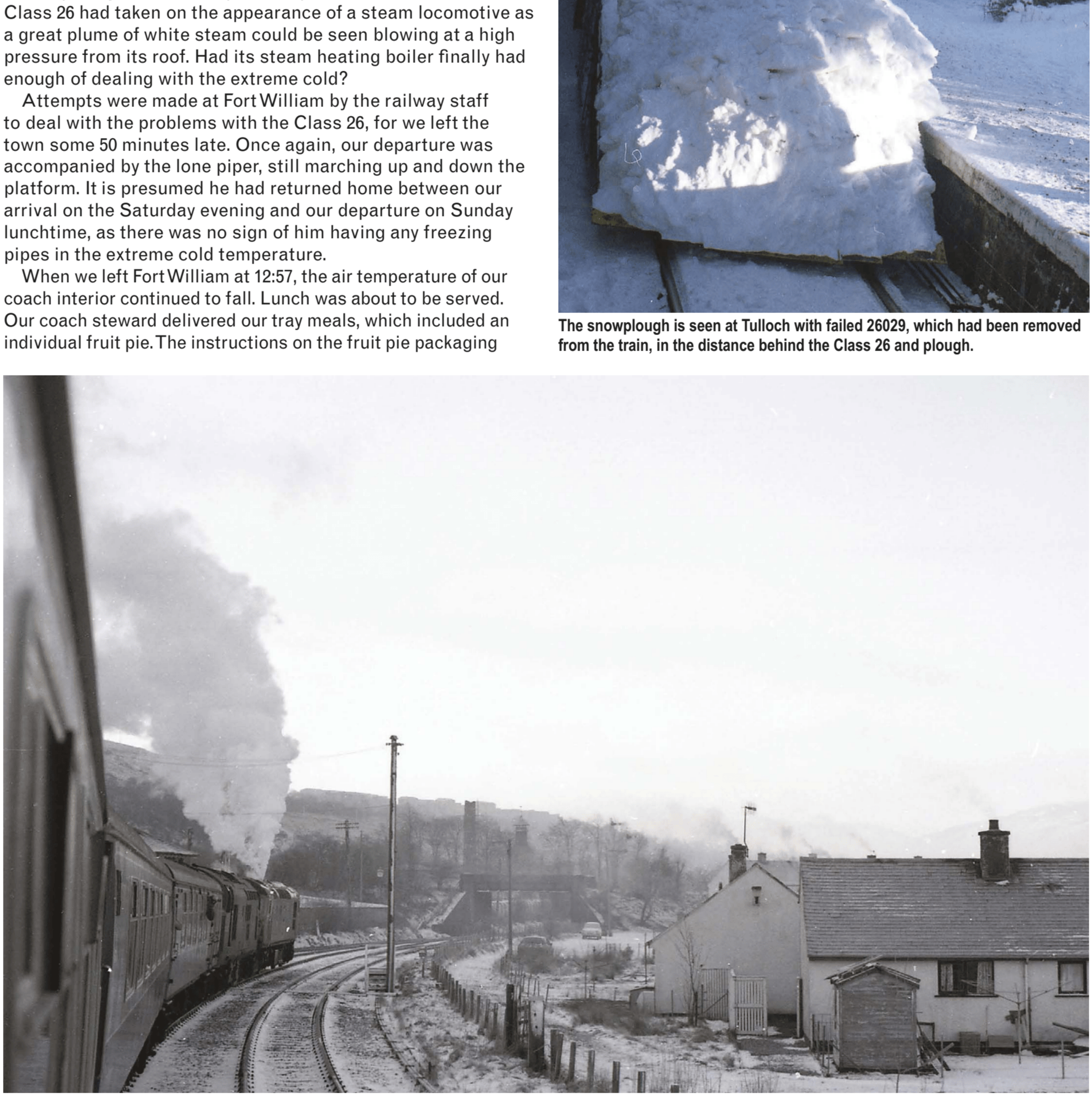
Since the time we had left Fort William for Mallaig, our coach interior had never reached a comfortable ambient temperature. We were still losing time as we headed back to Fort William, passing Arisaig some nine minutes late. There was a suggestion that our two locomotives were performing less than expected of them. It is known that, in low temperatures, wax in diesel fuel can crystallise and block the fuel lines and filters as the liquid freezes. This may have been the problem with our two locomotives, running in the extreme cold temperatures on that Sunday morning. To ensure the locomotives kept running, the 15-minute booked photographic stop at Glenfinnan Station was cancelled. But even with this time-saving expedient, we arrived into Fort William half an hour late. This lateness was not helped by another complete stop outside Fort William. Our Class 26 had taken on the appearance of a steam locomotive as a great plume of white steam could be seen blowing at a high pressure from its roof. Had its steam heating boiler finally had enough of dealing with the extreme cold?

Attempts were made at Fort William by the railway staff to deal with the problems with the Class 26, for we left the town some 50 minutes late. Once again, our departure was accompanied by the lone piper, still marching up and down the platform. It is presumed he had returned home between our arrival on the Saturday evening and our departure on Sunday lunchtime, as there was no sign of him having any freezing pipes in the extreme cold temperature.

When we left Fort William at 12:57, the air temperature of our coach interior continued to fall. Lunch was about to be served. Our coach steward delivered our tray meals, which included an individual fruit pie. The instructions on the fruit pie packaging



The snowplough is seen at Tulloch with failed 26029, which had been removed from the train, in the distance behind the Class 26 and plough.



On the return journey from Mallaig, and running late, our train stopped at Fort William Junction, where 26029 can clearly be seen having steam heating boiler problems with its plume of steam.

37260 and 37112 heading south towards Rannoch Moor.

stated "Thaw for 2 hours". By now, the only heat in our coach was from the Pullman table lamp and the weak winter sun shining through the carriage window. The recommended two-hour thaw for the fruit pie was not going to happen, and they were eaten frozen, tasting perhaps like iced shortbread. There was something amiss with the train heating boiler on the Class 26.

No Train Heating

At Tulloch, we came to a halt, yet again. The decision had been taken that 26029 was not fit for purpose. It is not known whether it was because of problems with its train heating boiler or other mechanical problems. It was fortunate that in the Tulloch station loop was another Class 37, No. 37112, coupled to another Class 26. The pair was on snowplough duties and about to return to Fort William. The opportunity was taken to replace our failed 26029 with 37112 from the snowplough train.

The alternative was for our train to remain in the cold at Spean Bridge and await the arrival of a replacement locomotive all the way from Glasgow, at least five hours away. The decision to have 37112 to assist 37260 was the right one. It allowed us to continue on our journey home. The downside of this decision was that our replacement locomotive did not have a train heating boiler. Our lack of heating in our coach would now continue until Mossend, where an electric locomotive would take over. Unfortunately,

The spectacular view from the train as the line climbs high above Loch Treig on the way to the summit of the line at Corrour.



37260 and 37112 are rounding the Horseshoe Curve between Bridge of Orchy and Upper Tyndrum.

Mossend was many miles and many hours away. On a positive note, the view from our coach window over the snow-covered landscape was quite stunning, and for a time, it did more than make up for the lack of heating. Of course, with the continuing low temperature, the lack of heating, and the condensation from people's breath on the window glass, the inside of the coach windows began to accumulate a thick layer of ice. It brought back childhood memories for many of us of iced-up bedroom windows on cold winter mornings, all in the days before the comforts of central heating. A credit card made a useful ice scraper, although the clear ice-free area of window, was not much more in size than the credit card itself. It would be an ongoing task to keep the peephole clear of ice.

We were one hour and ten minutes late when we ran through Rannoch Station, and our train crew were able to pull back some lost time to an hour by the time we had reached Crianlarich. Mild optimism began to ebb back, but the circulation was not flowing back in my legs from the cold. By now, the early evening winter light was arriving, and the pink and orange of the setting sun began to tinge the white of the snow on the mountains. Any optimism we had began to drain away again as we climbed to the summit of the line at Glen Douglas. Our speed had dropped to less than a walking pace crawl. At least one of the two 37s now had its own mechanical problems. We slipped back to one hour and 20 minutes late. Fortunately, the experience of our train crew pulled us over the Glen Douglas summit, and we headed downhill to Craigendoran, now in the total darkness of the winter evening outside the train, and extreme coldness inside. All we could do now was to think positively about the warmth returning to our coach from the electric train heating of the electric locomotive, which would take our train onward from Mossend.

At last, we reached Mossend. The two 37s were replaced with an electric locomotive, and at last we could hear the air conditioning fans starting to come to life in our coach. One of our group even thought that there was even a rise in the air temperature in the coach. There were hopes that the intense cold from a few hours earlier would all be soon just a memory. We had travelled only around four or five miles from Mossend Yard to Shieldmuir, just outside Motherwell, when we stopped yet again. The air conditioning fans went quiet, and the air temperature began to fall yet again. The electric locomotive, which was going to get us all warm again, had failed. It turned out this was the same locomotive, No.83005, which had failed us on our outbound trip from Carlisle the previous day. In due course, a replacement electric locomotive, No.85021, was found, and we were once again on our way, albeit now over two hours late. The good news was that heat was returning to our coach, and we began to slowly thaw out.

On to Euston!

Rather than terminating the trip at Carlisle as originally planned, the decision was taken that the excursion would continue all the way to London. The logistics of tour participants finding suitable train services home from Carlisle on a Sunday evening would have been a most difficult task. Our group left the Pullman Scenic Land Cruise No.4 at Preston for a connecting train service to Liverpool Lime Street, and all of us were home in Wirral just before midnight. Those travelling to London and the south east finally arrived into Euston at 02:13 on the Monday morning.

That initial letter from SLOA Marketing was certainly prophetic about the possibility of the exceptional inclement weather, but no one could have foreseen how much the weather would affect our weekend West Highland adventure. Was the whole experience worth it? While the extreme cold was certainly a downside, it was a wonderful opportunity to experience the West Highland Line in snow. It was something I had always wanted to do. A bonus was the full moon (apart from its time of the eclipse) and to be able see a moonlit West Highland snow-covered landscape. A comment by one of the diehard steam locomotive participants in our group reminded us that, while a couple of Black Fives at the front might have been late, we would not have suffered the cold on the train. Finally, despite experiencing the extreme cold inside our coach, and the low air temperatures outside, none of our group suffered any ill effects of colds or chills in the weeks following our West Highland weekend.

Acknowledgment must be given for the timing information for this railtour from the excellent Six Bells Junction

In the early-1990s, pairs of Class 37s were usually to be found on the Wilton to Felixstowe Freightliner. On August 2nd, 1994, 37131 and 37218 are seen at Sykes Lane Crossing, near Alne (north of York) at the helm of the 4L79.

CHANGING TRACTION OF THE WILTON TO FELIXSTOWE 'LINER'

Living next to the East Coast Main Line at Tollerton, just north of York, **Richard McCart** was able to take many photographs of the 4L79 Wilton to Felixstowe 'Freightliner' over the years. This working has produced a variety of loco classes and, while 4L79 no longer runs, its successors still grace the line through Tollerton. Today's workings originate at Tees Dock and run either direct to or from Felixstowe or to Doncaster, where additional containers are loaded.





Class 56s operated the working until May 1998, and one week before the Class 47s took over, 56037 is seen at Colton Junction at the head of the 4L79 Wilton to Felixstowe on May 19th, 1998.



Before the Class 66s arrived, 4L79 was booked for two Freightliner Class 47s. On June 25th, 1998, 47289 and 47204 pass Tollerton with the working.



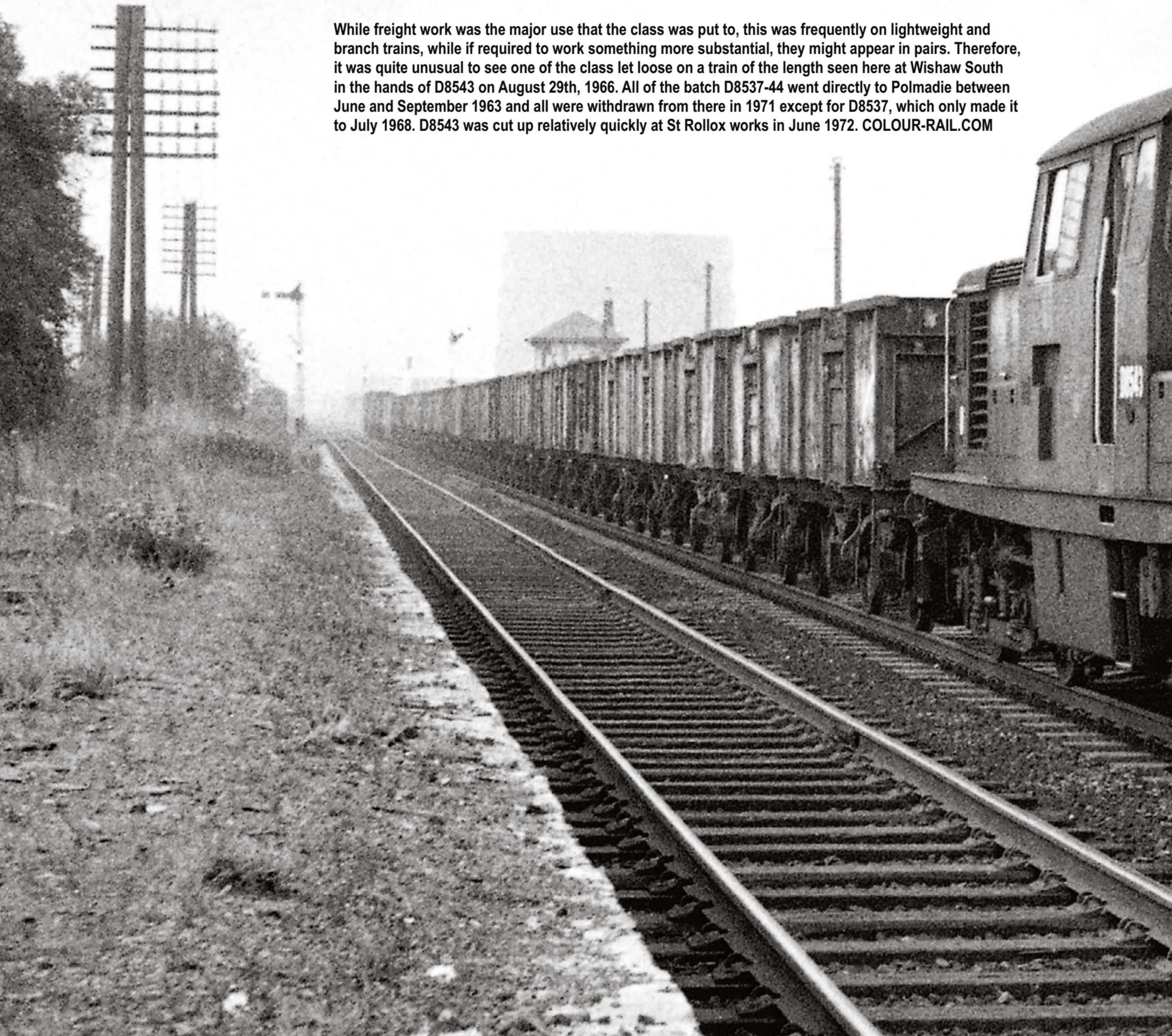
The New Order: 66501 and 47270 double head the Freightliner on August 23rd, 1999, as it passes Bolton Percy, south of York.

THE CLAYTON DEBACLE

By J Crosse

Despite the English Electric Type 1s (D8000s) being one of the most reliable diesel locomotives on the network, British Railways, in its wisdom, decided that a new design of Type 1 engine was required. The primary reason for this apparently being the difficulty of shunting using a bonnet-first EE Type 1 due to a poor sight line when trying to couple up or move around a congested yard. This deficiency was clearly addressed by the chosen design of the Clayton Type 1, where the cab was placed centrally and a low 'bonnet' at each end gave much better all-round visibility. However, the underlying mechanics of the machines led to the abandonment of the design in around three years and the placing of an order for a further 100 EE Type 1s. With shrinking traffic demands, this soon resulted in the Claytons being made redundant and many were consigned to years of storage until dispatched to the breaker's yard.

The first 88 of these machines went to the Scottish Region, by far the largest influx of new diesel locomotives that went directly to the region, although as it turned out, perhaps not welcome additions to stock. The remaining 30 engines were split among Thornaby, Gateshead and Tinsley, although many of those also migrated north of the Border in due course, while some Scottish examples found themselves moved south to work from Kingmoor and Preston. Those in Scotland mainly worked in the central belt and south thereof.



While freight work was the major use that the class was put to, this was frequently on lightweight and branch trains, while if required to work something more substantial, they might appear in pairs. Therefore, it was quite unusual to see one of the class let loose on a train of the length seen here at Wishaw South in the hands of D8543 on August 29th, 1966. All of the batch D8537-44 went directly to Polmadie between June and September 1963 and all were withdrawn from there in 1971 except for D8537, which only made it to July 1968. D8543 was cut up relatively quickly at St Rollox works in June 1972. COLOUR-RAIL.COM



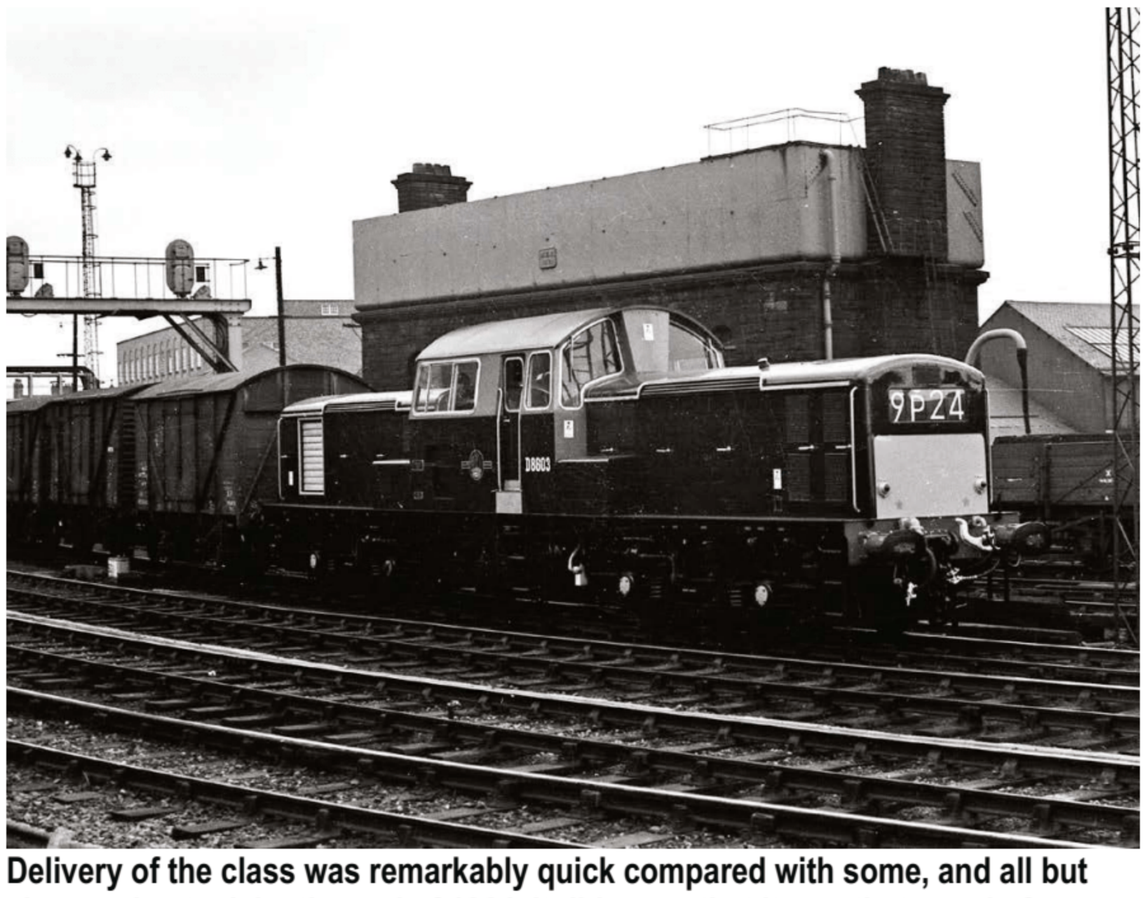
Most Claytons went to Derby Works for acceptance trials and D8514 is seen there in 1963. However, it should have been at Polmadie, but the class, the oldest of which had been active since October 1962, was already showing its fragility with almost all stopped awaiting rectification. Decisions on what needed to be done took a few months and production continued, with the new engines going to store. D8514 appears to have been the last to go into service before the storing of the class. The type started to return to use in April 1963, but many were still out of action as autumn approached. COLOUR-RAIL.COM



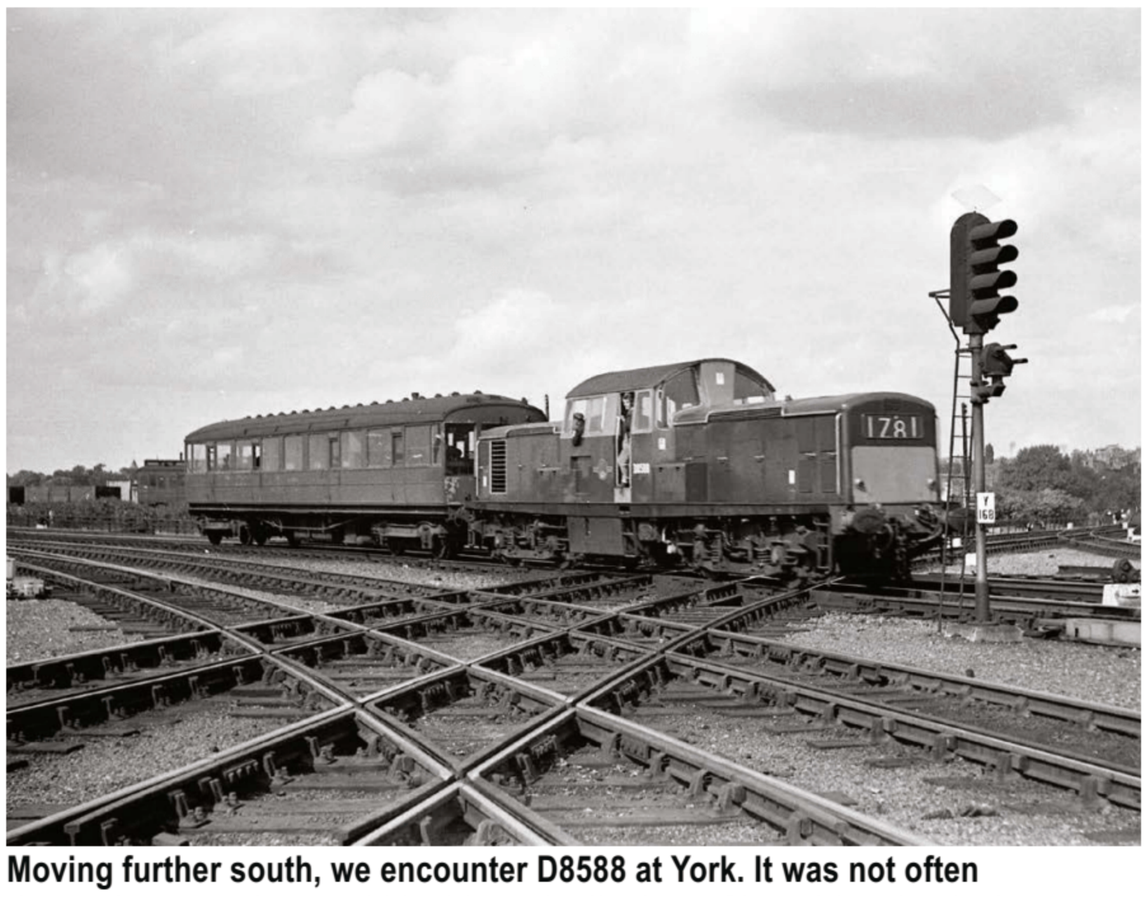
Rarely recorded on film were pictures of the class working with passenger stock but here we see D8538 on empty stock duties at Glasgow Central. Although the whole class was delivered in green livery, given their short time in use it is notable how many of them were graced with a coat of BR blue paint. It would appear that this loco had recently received the treatment (25th June 1967) having been in service for just four years and being almost exactly half way through its service life. Withdrawn in 1971, it was cut up at St Rollox in December 1972. COLOUR-RAIL.COM



Relatively few pictures were taken inside the St Rollox workshop of diesels in the 1960s, but here we see what appears to be a nearly new D8553 in view of its cleanliness. It was delivered to Polmadie in October 1963 and remained there throughout, except for a two-month spell on the books of Haymarket in 1967. It was put to store in September 1968 and was withdrawn the following month, so it did not complete even five years in traffic. Clearly wishing to be rid of the loco before the public got to hear of the scandalous waste of their money, it was sold to J McWilliam of Shettleston in January 1969 and was cut-up the next month. R MASON/ COLOUR-RAIL.COM



Delivery of the class was remarkably quick compared with some, and all but six were in stock by the end of 1964. It did mean that it was that year before any were allocated south of the Scottish Border, and on September 9th, 1964, we see D8603 at Newcastle on what looks like a transfer freight. According to official records, this was just its third day in service and the last of 11 locos that went new to Gateshead. It moved to Thornaby in 1968 for just over two years before returning to Gateshead, only to be moved on to Haymarket in April 1971, where it survived for just a further six months. COLOUR-RAIL.COM



Moving further south, we encounter D8588 at York. It was not often that a class member could legitimately display a Class 1 headcode, but D8588 appears to be in charge of the area Inspection Saloon on August 20th, 1964. It was the first of those allocated to Thornaby, arriving there in the March. Thornaby lost all of its allocation to Gateshead after two years with this loco later migrating to Haymarket in 1971. Like many of its fellows, it was cut up at St Rollox Works, but that did not happen until well into 1973. L MCEWAN/ COLOUR-RAIL.COM

With so many Claytons needing cutting up, and possibly the hope that some might return to service, the Scottish Region held several in store for quite long periods, with some being consigned to former disused steam sheds such as at Ardrossan. However, any hope that their somewhat remote location might keep them in good condition was not to be met, with many smashed windows and no doubt less obvious damage as well. D8531 led a much more interesting life than many of its compatriots as it moved south to Kingmoor in 1968 and then to Preston Division. Condemned by the LMR in 1968, it was reinstated by the Scottish Region in 1969. Another 1971 condemnation, it was then sent to Ardrossan in 1972, thence to St Rollox via Polmadie. There it remained until 1975, when it was sent to A. King at Norwich with eight of its compatriots for breaking up. K FAIREY/ COLOUR-RAIL.COM



The final shed to have a permanent allocation of the type from new was Tinsley, where D8604 arrived in September 1964. It was April 1965 before D8615 completed their allocation as all were moved to Barrow Hill that month, where they were joined by the final class member, D8616. Clearly not finding favour there either, after 12 months, all were moved to Haymarket, and while most survived until the mass cull in 1971, two were withdrawn in 1968 after less than four years in service. Thus, this view of D8610 at Beighton in 1965 is somewhat of a rarity. COLOUR-RAIL.COM



Cutting up was the eventual fate of all but D8568, which entered industrial service at Hemel Hempstead and subsequently has been a popular performer on the preservation scene. Here, we see the partial remains of D8602, which followed the most common course of ending its days at St Rollox Works. The RCTS locodatabase website tells us that this undated picture must actually have been taken in April 1972, as it records that cutting up had commenced on the 3rd of the month and had been completed by the 20th. D B SWALE/ COLOUR-RAIL.COM

THE NATIONAL GARDEN RAILWAY SHOW

25th APRIL 2026

NAEC, Stoneleigh

NATIONAL GARDEN RAILWAY SHOW
Saturday 25th April 2026
STONELEIGH

BOOK TODAY!

FREE CAR PARK!

In association with 16mm Narrow Gauge Modellers and GARDEN Rail

What to expect:

- Spectacular garden railway layouts in a variety of scales and gauges
- 50+ leading retailers, manufacturers and specialists
- High quality second hand sales
- Fantastic Model of the Year Competition featuring the very best models in 16mm scale narrow gauge
- Spectacular prize draw

BOOK ONLINE & SAVE! ADULT £18 • U18s go FREE

OPENING TIMES: 9.30am – 5pm

BOOK TODAY AT www.world-of-railways.co.uk/shows

Model Rail Electrics

01622 535931

mail@modelrailelectrics.co.uk

Welcome to Model Rail Electrics

No Soldering

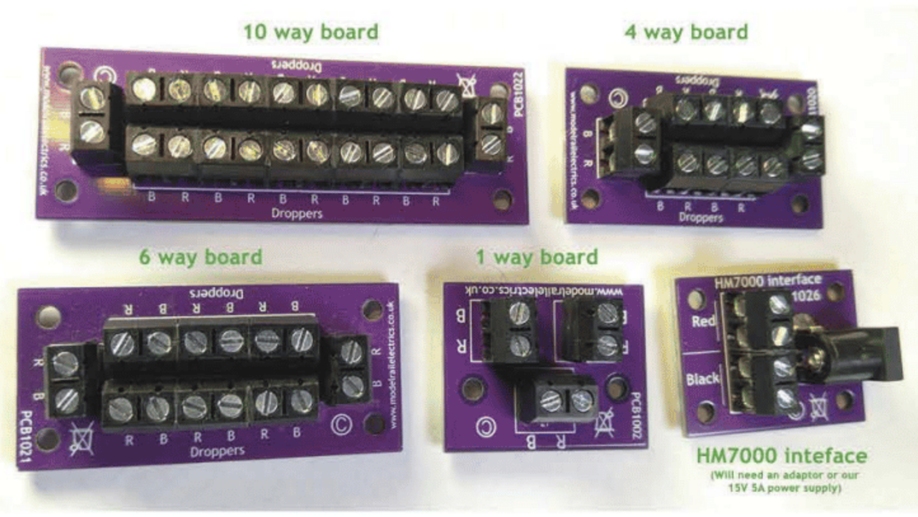
DCC Loconet Hub - powered 12VDC



£21.51 each + Postage

DCC LocoNet 12V DC powered Hub.
Loconet in and out connectors giving 4 powered loconet outputs suitable for powering loconet devices like the Digitrax handset or the Digikeijs devices plus other LocoNet items.
The power input is 12V DC 1A, can be either powered from a 12VDC BUS if you have one or from a 12V DC 1A power supply, see below for the power supply. Wiring digram supplied with the item, but plug and play, no soldering required

Track dropper connection boards



This is our complete family of DCC BUS connectors boards for building your BUS Circuit, a solder free way for connecting in the dropper wires. A handy range of connection boards for connecting the main track power circuit bus line to a track dropper. Just simply join your connections together, fix to the underside of the base board, then connect to the next board. Can also be used as the main feed connector, just put the track feed to where the Dropper is connected to instead. Rated at 10Amps, this will provide plenty of power to your layout.

Prices start at £2.18 each + Postsage

12V DC Power Supplies

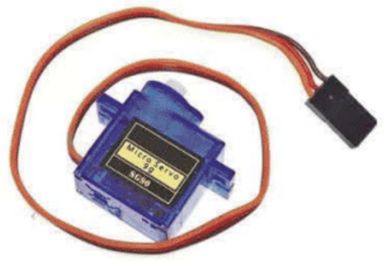


1Amp £9.88
2Amp £11.46
3Amp £17.62
+ Postage

We now stock all ESU products



Servo Motors



£2.90 each

mtb



MP1 £17.62



MP4 £20.21



MP10 £20.21

HM7000 compatible Power supply 15V DC 4Amp and DCC BUS Connector bundle.

£44.19 each + Postage



HM7000 compatible Power supply 15V DC 4Amp with DCC BUS Connector for connecting the Power Supply directly to the BUS cabling. Fully compatable with all our BUS wire start kits and all Dropper track connections boards.



Available with Plugs for the folloing contries
UK, USA, Aus/NZ & Eruo Plugs

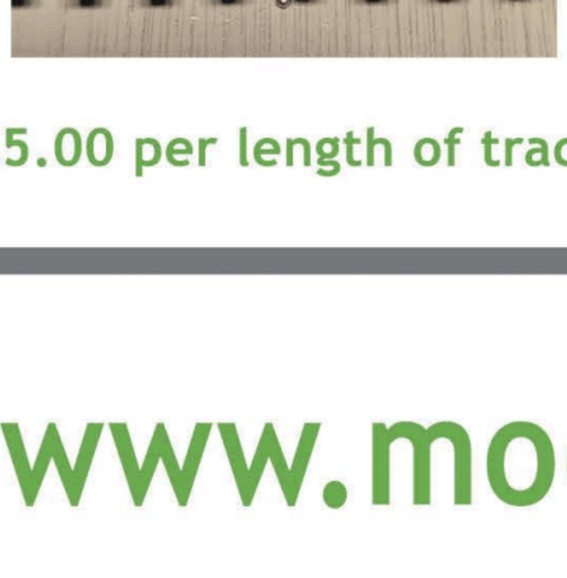
SPROG DCC
Home of *the* DCC Decoder Programmer



Sprog IIv4 £68.40
Sprog 3 £86.40



Track dropper soldering & Electro-frog point conversion



Track Dropper Soldering service to solder dropper wires to your track ready for you to install and wire up.
Both OO and N Gauge.

Red & Black colours used
N Gauge in 7/0.2 cable
OO Gauge in 16/0.2
Red & Black colours used for the running rails and switch Blades
Green colour used for the Frog power
Running Rails in 16/0.2 & Frog in 7/0.2
Cables soldered to the bottom of the rails, inwards so you can drop the cables in one hole under the center of the track.
Cables soldered to the center of length of the track
Ask your preferred supplier to send the track direct to us



£5.00 per length of track + Postage

£7.50 per point set + Postage

www.modelrailelectrics.co.uk

The final realisation of the view from Crescent Bridge shows how the addition of the buildings of Station Road completes the scene. The contrast with the previous white void is startling.

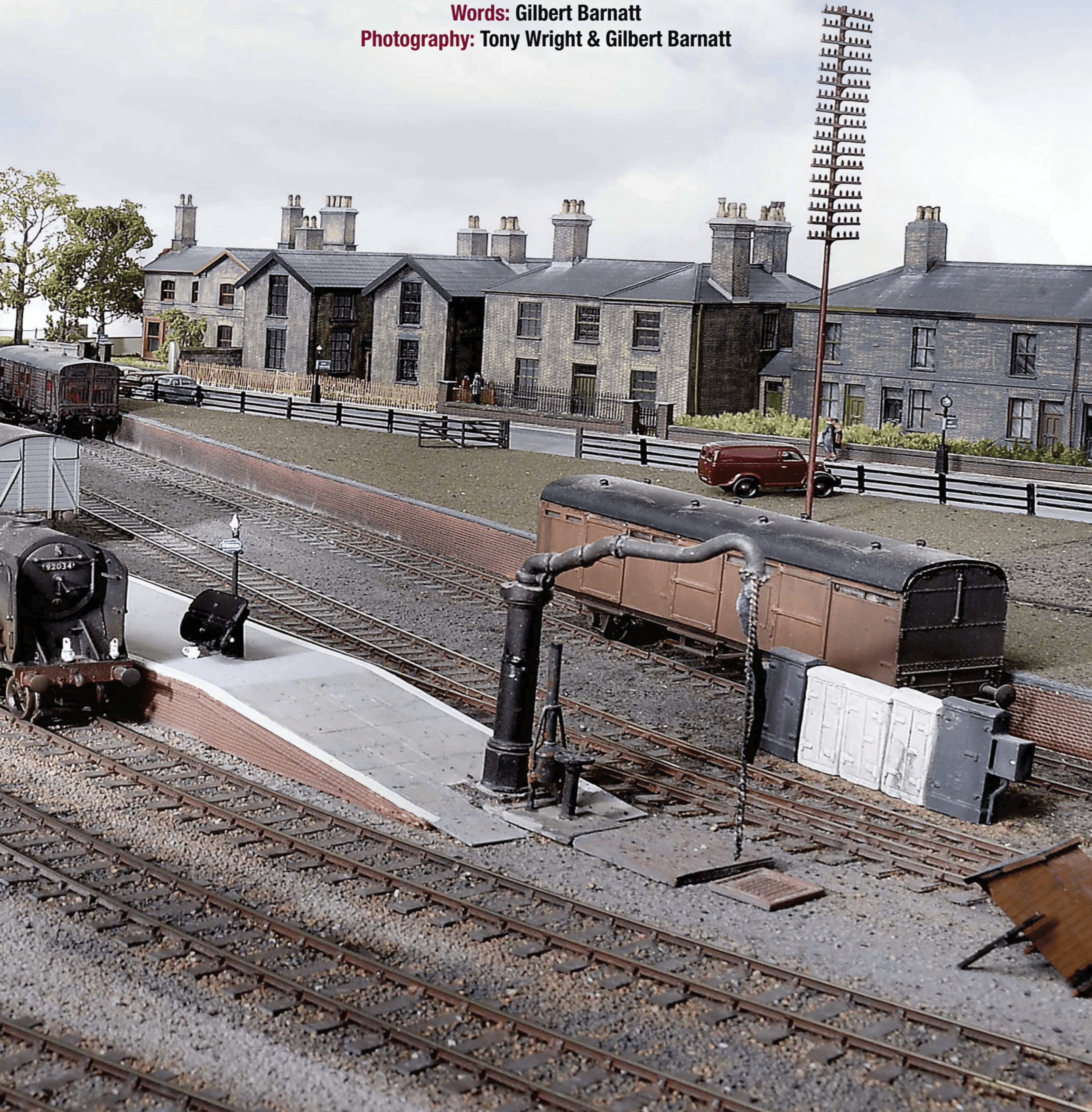
FACTFILE

LAYOUT NAME: Peterborough North
SCALE/GAUGE: 4mm:1ft scale/16.5mm gauge/OO
SIZE: 25ft x 10ft
ERA/REGION: 1950s BR(E)/ Peterborough
LAYOUT TYPE: Continuous loop

RETURN VISIT

We've paid 'Peterborough North' multiple visits over the years, and here is possibly the concluding part, as Gilbert explains how the new Station Road extension came to be.

Words: Gilbert Barnatt
Photography: Tony Wright & Gilbert Barnatt



TOP RIGHT: Ground level now, and from the other side of the bridge. A 9F hauled load of coal for London, one of many that took place every day, is featured, and the new buildings complete the scene.

BOTTOM RIGHT: Another 9F, this one on coal empties on the Down slow. In the background, Station Road and the bridge abuttment dovetail perfectly and give the fully enclosed view I was searching for.

FAR RIGHT: This could have been taken from the top floor of the Great Northern Hotel, with an express passing through on the Up main line.





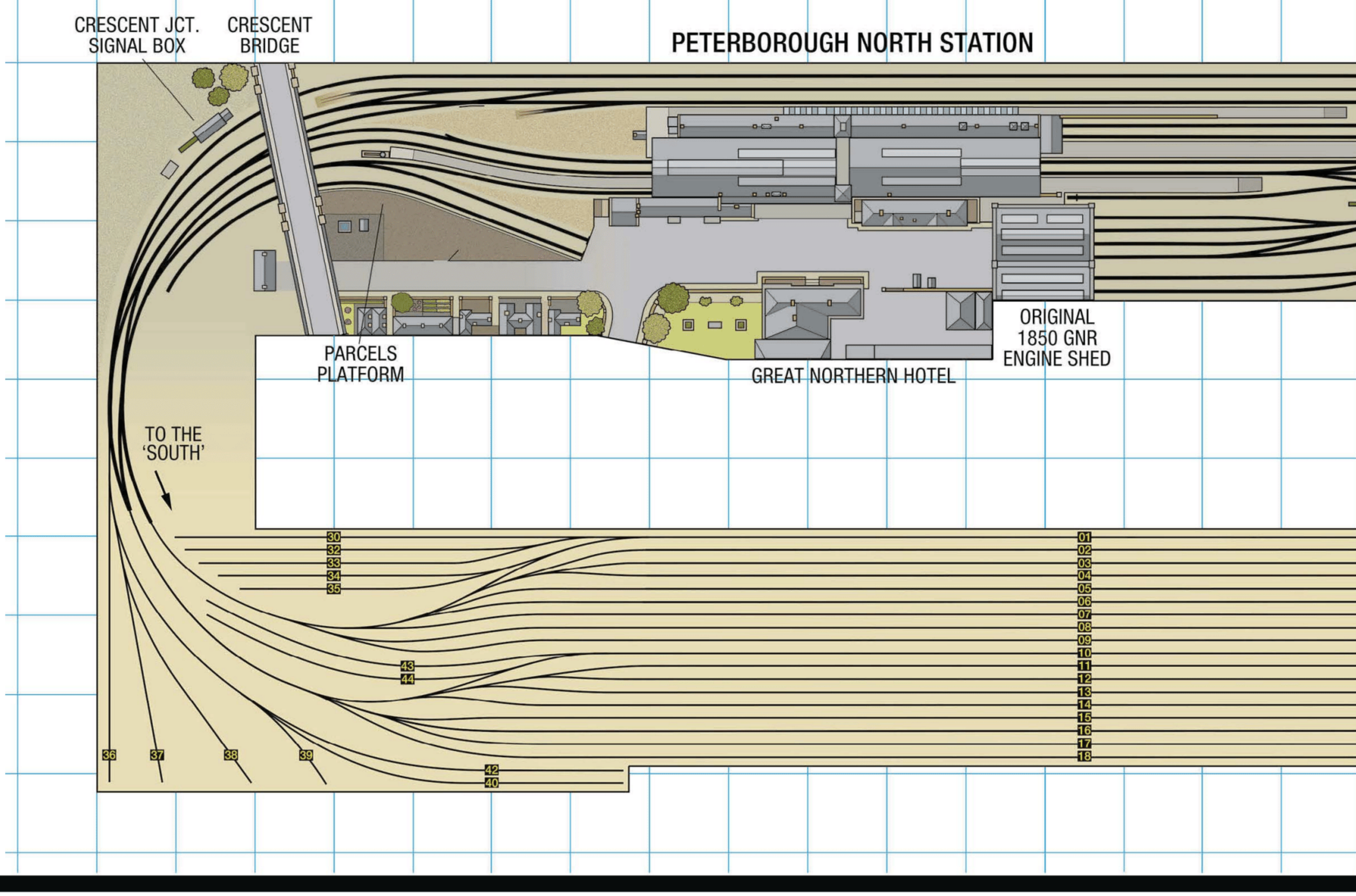
This is an account of probably the last development of the layout, in its 15th year, but first an explanation as to how it came to exist...

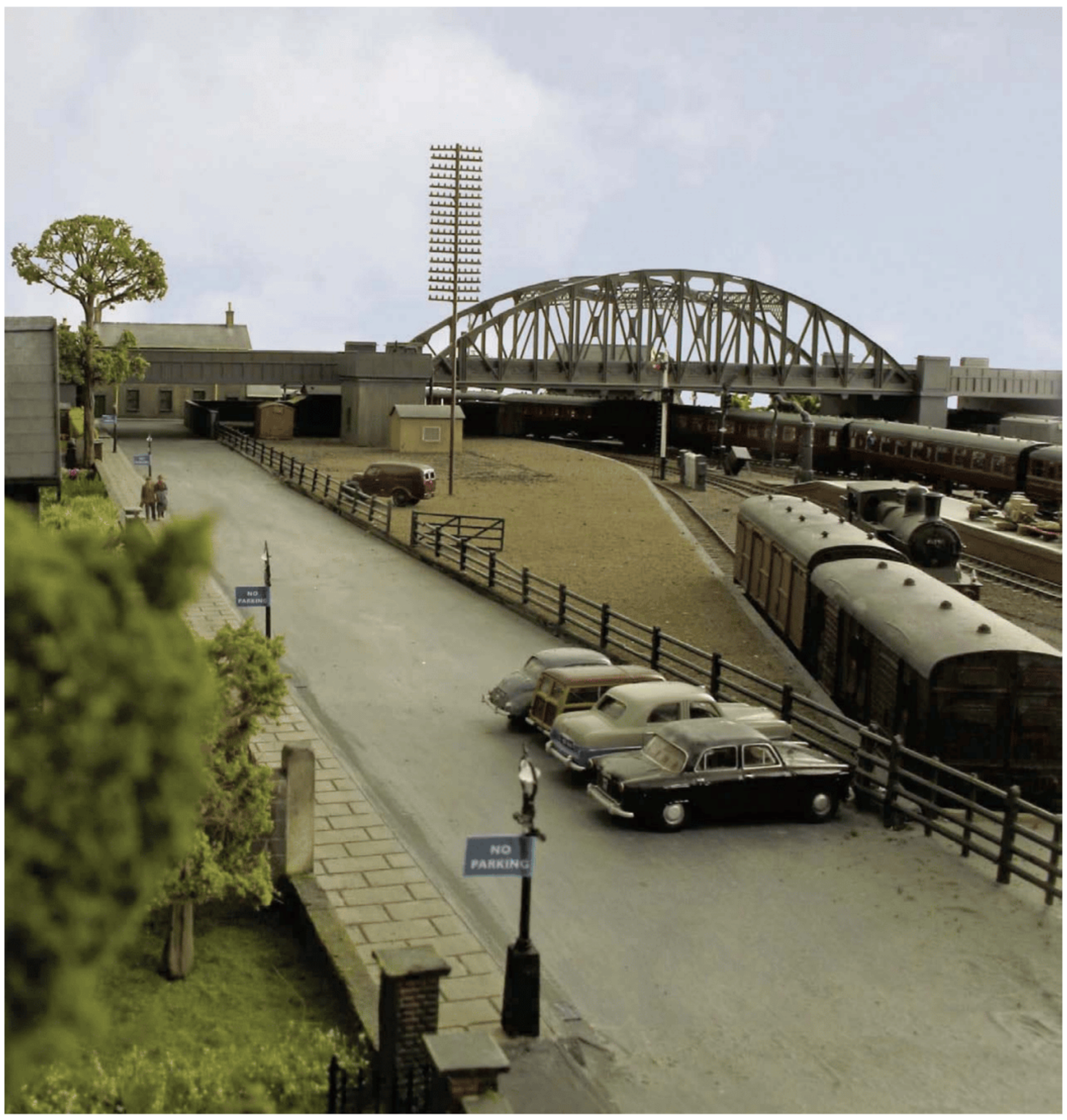
My love of the railways began very early. Uncle Tom lived in Boston, had four daughters but no sons, and so took a particular interest in a small nephew. He was a driver at Boston shed and very soon passed on to me his love of steam, to the extent that when I was no more than six, I was smuggled onto the footplate of his loco just outside the station area and given a ride through and into the locoshed. I was well and truly hooked, and have happily remained so since. Later introduction to the delights of the ECML embedded the hook even more.

For some time now, the layout has been almost complete, and we have just been tinkering with small details, but always one part of it has left me unsatisfied, and rather frustrated. I like to have a wide operating well, and so planned for a width of 2ft 9 ins. I then decided that the station forecourt and the Great Northern Hotel should be included, and so a nine inch wide and just over four foot long extension was added. That turned out to be a very good idea, as its enhancement of the area is out of all proportion to its size.

That allowed just the top end of the station approach to be included. All of this should be clear from the accompanying plan. However, I was still fixated about

TRACKPLAN

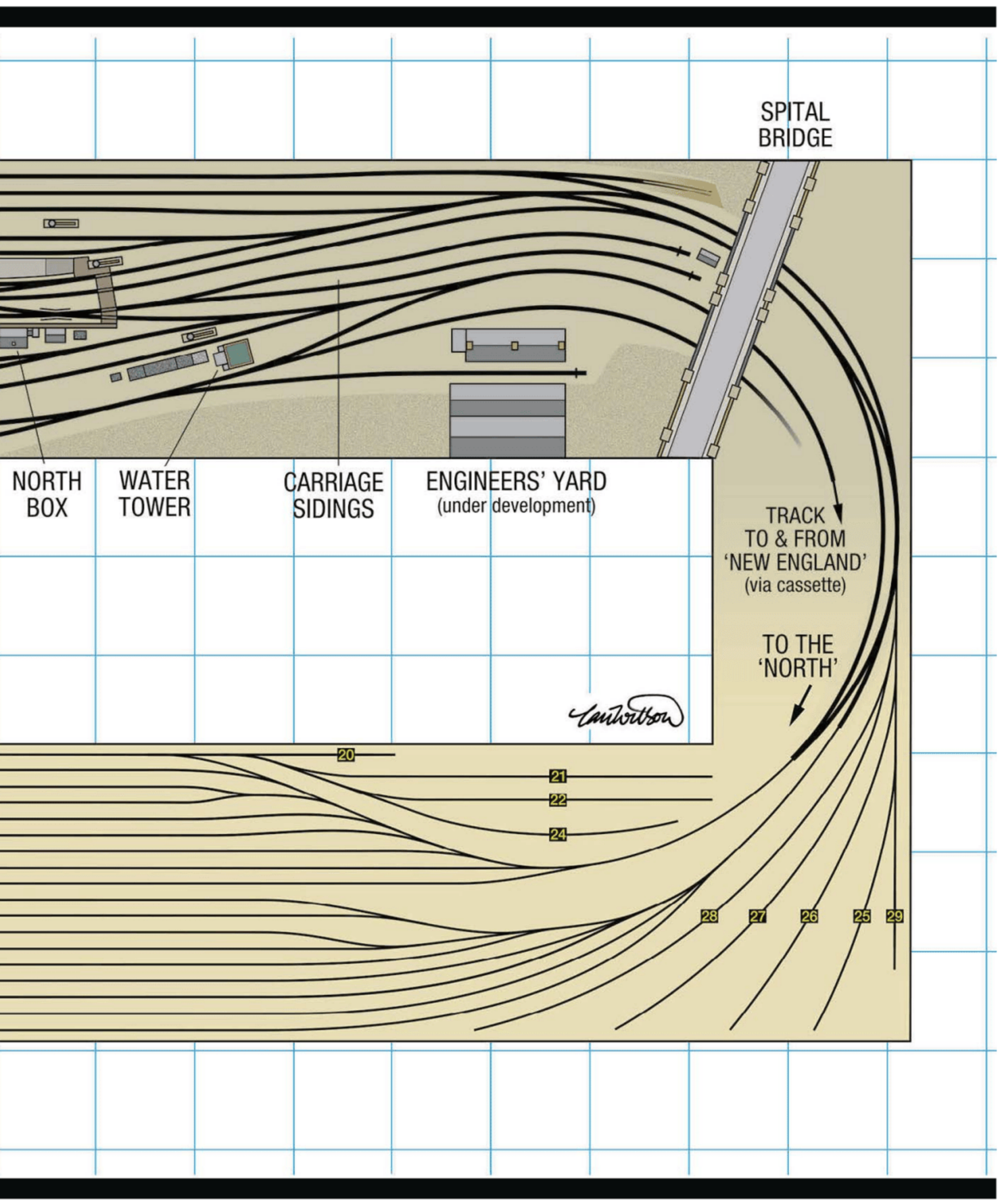




2ft 9ins, and so from there down to Crescent Bridge at the south end was tapered in. Later, another less wide extension was added at the north end, and that considerably enhanced the District Engineer's area, but the south end remained the same for years.

So, what actually was there? As at so many locations all over the country, the answer is Station Road. When I started photographing the layout for my thread on RMweb, I quickly realised that it would be an advantage to model it as a backscene, but there were problems, plenty of them in fact.

I had plans, which gave a rough idea of what was there, but not much else. They were rather conflicting, too. What was needed were photographs, and they shouldn't be too difficult to find, surely? And photographs there were, mainly taken from Crescent Bridge, and they would have shown me what I needed to know, but for the fact that all of them had been heavily cropped, so that only one of the five buildings that existed could be seen. That was the one on the end of Station Approach, which appeared many times. You can probably guess which of the five still exists today. I had photographed it, too. It is now the BTP office, but I believe may have originally been the stationmaster's house. Nothing at all of the other four, though, until I found one photo on a thread online. Even that didn't show the whole thing. Subsequently, I found one more







Prototype VS Model

In Ben Brooksbank's picture (above) is the view northward from Crescent Bridge towards Grantham and the North. On the left is platform six, where we see the rear of the last coach, while the Up Class E freight, headed by BR 9F 2-10-0 92041 (built 12/54, withdrawn 8/65) is occupying the only Up Through platform line at the station.

Gilbert's image (below) shows the layout before the inclusion of Station Road and shows 92188, a Bachmann 9F, on a similar Up mineral working. Now, with Station Road added, the resemblance is even more impressive.

on Peterborough Library's website. Taken from the bridge end, it helped somewhat, but it didn't show the last house at all, and the others became more difficult as they receded from the camera.

I asked Peter Leyland about low-relief models, but as they would have to become lower still as the baseboard tapered, we didn't take it any further. The layout has appeared in BRM several times, the last being in 2021, when it included a photo taken by Ben Brooksbank back in the early-'60s, and below it, my attempt at the same scene. Those have been included again (see the previous page), and you can immediately see that although my effort wasn't at all bad, it was much compromised by that area of empty white where Station Road should be, if the cropping of the prototype image had not been done.

In the end, it irritated me enough to cause me to ask my local joiner if he could find a way to widen the baseboard to take it straight on down to the bridge end. I had thought it might be difficult, but he said it wouldn't, and it was done within a couple of days. Peter and I then pored over what little evidence we had, and decided that as full-depth buildings could now be accommodated, it was going to get done. There is a good amount of guesswork, but as always, Peter did a wonderful job, and I was even able to contribute somewhat with the scenic work.





ABOVE: A closer view of the 9F, which is in a state shared with most New England engines at the time. Items like the fogman's hut in the right foreground helps set the scene.

MIDDLE LEFT: A closer view of the second and third buildings reveals some of the details, utilizing a number of proprietary products. A pleasant bonus to the work was that I was able to contribute to the scenic side.

BOTTOM LEFT: Looking along the road from the bridge end. The building nearest the camera appears to be a six-terrace one. The one contemporary image I have highlighted to me that, while most of the residents took some pride in their gardens, those at the far end did not!

TOP RIGHT: The one building that survives is now the BTP offices. It has been modernised, but Peter Leyland did the necessary retrofitting.

MIDDLE RIGHT: That terrace block again, showing my perhaps slightly overdone attempt at creating a garden space, which has been allowed to revert to nature.

BELOW: Finally, a view showing the house at the bridge end, of which we found almost no images. From some fuzzy aerial photos, Peter created this. It seems to have been a rather more upmarket residence, and has been treated accordingly.





So, five buildings, no two the same, and little information about nearly all of them, which meant a lot of guesswork and improvisation. Then there was a tree. Impossible to ignore, but its shape was unlike anything available ready-made, so I contacted 4D Model Shop in London, and they were able to create it from scratch. It makes a big difference.

In the end, I have a scene that I think looks entirely believable, and captures the overall look of the real thing. I could not have asked for more, and the effect it has had on the layout as a whole is, to say the least, considerable.And that means that 'Peterborough North' is about as complete as it is ever going to be. It has given me all I could have asked for, and more, but without Peter Leyland's marvellous work it would never have happened. The layout features 25 buildings, plus the marvellous station building and that overall roof, and a couple of bridges, too. Of course, it isn't all correct, how could it be even in the admittedly generous space I have, but as so many of my visitors have said, it couldn't be anywhere else.

It is still regularly operated, to a sequence taken from original Working Timetables; the trains are as shown in 1958 Carriage Working Notices, and that will continue for as long as I can crawl under baseboards, and get up again after doing so! A lifetime ambition achieved, I am a very fortunate man. ■

> "In the end it irritated me enough to cause me to ask my local joiner if he could find a way to widen the baseboard to take it straight on down to the bridge end."



HERITAGE LINE COACHES

Words & Photography by David Ratcliffe

The Chasewater Light Railway could boast to be one of the oldest heritage lines in the country, having begun as the Railway Preservation Society (Midlands Group) in 1959. Among the passenger vehicles it operated was a pair of former suburban DMU coaches, pictured here behind Hawthorn Leslie & Co. 0-4-0ST *Asbestos* at Brownhills West in July 1997.



In 1969, six years after its closure, the restoration of Quainton Road station, Buckinghamshire, was begun by the Quainton Railway Society, with the station soon becoming home to a selection of four- and six-wheeled pre-grouping coaches, four of which were spotted stabled alongside the Brill Line platform during a visit in May 1978. Nearest the camera was GNR 1470, a six-wheel Great Northern Railway Brake Third built in 1889 for the East Coast Joint Stock fleet, while beyond were three more coaches also built in the Nineteenth Century. From right to left, an LNWR six-wheel Full Brake, a London Chatham & Dover Rly. four-wheel First, and furthest away, a Manchester, Sheffield & Lincolnshire Rly. Third-Class six-wheeler.



Despite its lettering, coach No. 11, pictured on the Severn Valley Railway at Arley in May 1985, was built for the LSWR as an 'Invalid Saloon' at Eastleigh in 1910. It was sold in 1938, for use at the Longmoor Military Railway, where it was renumbered 129 and later Army 3007. It had been moved to the Severn Valley in the early-1970s, where, along with two other coaches also previously at the LMR, it would be repainted several times for appearance in different film productions before an eventual sale to the Kent & East Sussex Railway later in 1985.

The past 60 years have witnessed a remarkably spectacular growth in the popularity of heritage railways. From small beginnings in the early-1960s, their number had increased to almost two dozen by 1980, while since then, this figure has more than doubled.

Furthermore, some of the earliest lines have gone on to open lengthy extensions, while on most preserved lines, train workings are now much more frequent, with operating seasons having been extended from early spring until mid-autumn rather than running solely during the summer.

In recent years, an increasing number of lines have also begun to run Murder Mystery, Halloween, Polar and Santa Specials during the winter months, providing a further boost to their revenue.

However, while the sector is still fairly heavily reliant on dedicated enthusiasts and volunteers to help maintain and run operations, such devotees are no longer their main clientele, and in order to appeal to the wider market, considerable resources, in both time and money, go into providing the most suitable rolling stock for today's passengers.

Former BR Mk. 1 coaches form the backbone of the heritage sector's passenger stock. Here, a train of four Mk. 1s, with Tourist Open Second E4992 at the rear, leaves Rawtenstall station on the East Lancashire Railway behind Class 14 0-6-0DH No. D9531 in June 2023.



The Foxfield Railway's first coaches included ex-LMS Vestibule Third No. 27249, seen being hauled by Bagnall 0-6-0ST *Lewisham* along the preserved line near Blyth Bridge in April 1973. Built at Wolverton in 1945, this coach was transferred to the Ecclesbourne Valley Rly. in Wirksworth during 2024.

Early Days

For many of the first railway preservation societies, provision of coaching stock proved to be a challenge, with some initially resorting to the use of brake vans and even open wagons to carry passengers. Furthermore, most were soon able to obtain more suitable vehicles from several different sources, including redundant pre-nationalisation or even pre-grouping coaches no longer required by British Rail's departmental fleets, as well as coaches made surplus following the closure of the Longmoor Military Rly. in October 1969.

Other coaches also became available following the disbandment of the Strategic Control Trains, which had been stored under cover at various locations across the country, including Carstairs, Craven Arms, Doncaster and Watford Junction, while lines such as the Chasewater Railway and the Yorkshire Dales Railway would initially acquire former multiple unit trailer coaches that had been made redundant by branch line closures or through replacement by newer stock.

Fortunately, as the preservation movement really began to expand during the 1970s, an increasing number of BR Mk. 1 coaches, both long distance and suburban types, became available as they were also replaced in main line service by new Mk. 2 and Mk. 3 coaches or with more second generation multiple units, and consequently many heritage railways obtained at least a handful of Mk. 1s.



Non-gangwayed Lavatory Composite Coach E43012 is pictured at Llangollen station on the Llangollen Railway in May 1986. Built with both First and Third Class compartments at Doncaster in 1954, the Eastern had been the only BR region to request suburban stock with toilets. After its withdrawal, E43012 was initially preserved at the Mid-Hants Railway.



When recorded at Falkirk's Springfield Yard in April 1985, LMS design 'Porthole' Corridor Composite No. 24725, built at Derby in 1950, formed part of the Scottish Railway Preservation Society's charter rake. Two years later, it would be transferred to the SRPS's Bo'ness and Kinneil Railway.



Yorkshire Dales Railway YDR 15, BR Mk.1 vacuum-braked and steam-heated Full Brake M81517 was converted by the Embsay & Bolton Abbey Steam Rly. into a Kitchen car with a generator for inclusion in its 'Dales Dining Train'. Also fitted with new structure crash pillars and refurbished doors, the modified coach was seen during a visit to Embsay in October 2023.



The East Lancashire Railway has modified two BR Mk. 1 Full Brakes for its 'Dining with Distinction' train, with No. 80933 being converted into a Generator coach and No. 80993 into a Kitchen coach. Both were also repainted in a Pullman-style livery, with N. 80993, named *Borough of Rochdale*, recorded at Bury Bolton Road station in September 2022.

However, although the Mk. 1 proved to be the ideal people carrier for most preserved lines, issues such as body corrosion or worn bogies and wheelsets, together with the presence in some coaches of asbestos insulation, meant that some of the first Mk.1s to be acquired were later scrapped. Furthermore, over time, open saloon coaches came to be preferred rather than corridor coaches, although in recent years the impact of the Covid pandemic has brought compartment stock back into favour.

In contrast to the almost ubiquitous BR Mk. 1, not that many BR Mk.2 coaches have been purchased by heritage lines, since relatively few were built with vacuum brakes, while by the time many of the non-air-conditioned Mk. 2s were withdrawn from the main line, they were in a relatively poor condition.

Later developments

In order to offer a range of on-board catering, from afternoon teas to three-course dining or providing for wedding parties, a disproportionate number of BR Mk. 1 Restaurant and Buffet coaches, along with First Class carriages, have survived into preservation, particularly at some of the longer heritage routes.





The East Lancashire Rly's also refurbished and repainted two former BR dual-braked Mk. 1 First Open coaches, Nos 3114 and 3144, for its Dining Train. Built at Swindon in 1963, First Open No. 3144, which had previously been operated by Riviera Trains, is seen at Bury Bolton Road in September 2022.

The Embsay & Bolton Abbey Steam Rly. has also been home to the 'Stately Trains' fleet of Victorian and Edwardian six-wheel and bogie wooden-bodied coaches, with *Darfield No.1*, a Hunslet Engine Co. 0-6-0ST, w/n HE3783 of 1953, hauling four of these vehicles at Bolton Abbey in September 2008. Immediately behind the locomotive was the LYR Directors' Saloon No. 1, a bogie coach built in 1906, followed by an 1897-built GER Third Class Saloon No. 37 and then No. 34, a five-compartment Lavatory Composite built in 1896 and painted in GNSR maroon and white livery, while bringing up the rear of this vintage rake was the GER District Engineer's six-wheel Saloon No. 14, dating from 1889.



Vacuum-braked dual-heated ex-BR Mk. 2 Open Second W5136, built in Derby in 1966, is pictured at Bodmin General on the Bodmin & Wenford Rly. in June 2003. Subsequently, this coach moved to the Vale of Glamorgan Rly. at Barry and then to the Epping Ongar Railway in Essex.

Such catering is now an important attraction for visitors, as well as being a very lucrative source of income to the railway, with a full on-board silver service provided at some lines in coaches that have been refurbished, both internally and externally, to a very high standard and often finished in a Pullman-style livery. Some routes also operate former Royal or Director's Saloon coaches in their dining trains.

Despite their lack of passenger accommodation, BR Mk.1 Full Brake coaches can also be found at several preserved lines, where they are useful in providing additional storage. Full Brakes have also been converted into Generator vehicles, which not only provide power for cooking, heating and standard lighting, but also the additional lights that festoon some of the festive wintertime special workings.

In all, these various developments have meant that the pool of heritage line coaches has grown into a rich and very diverse one, with many different designs now in regular use, making such lines potentially interesting prototypes on which to base a model layout. ■

FACTFILE

LAYOUT NAME: Broad Arrow
SCALE/GAUGE: 4mm:1ft scale/9mm gauge/009
SIZE: 2ft 6in x 3ft 6in
ERA/REGION: North Wales/Fictitious
LAYOUT TYPE: Continuous run

CHILDHOOD DREAMS

Having a go at your first layout can be a daunting prospect, but this builder proves that you can take a small space and transform it, fulfilling a lifelong ambition in the process, quicker than you think.

Words: Robert Ward **Photography:** Phil Parker

Rusty is seen about to depart with the early morning freight to the Bigg yard.

TOP RIGHT: The local skiing team is about to board the train bound for the slopes of Broad Mountain - hopefully that van isn't still full of chickens...



MIDDLE RIGHT: Doctor Who's car *Bessie* is in the car park - but where is the Doctor?

BELOW: *Skarloey* and *Rusty* are 'on-shed' being readied for their day's work.



Tucked away in a quiet and unassuming part of North Wales lives a narrow gauge railway called Broad Arrow, where little steam and diesel engines live and work. And where you might even spot the odd famous faces from those well-known children's books.

Having seen many layouts at shows over the years and after visiting Miniatur Wunderland in Hamburg, which I highly recommend you go and view, I thought it was time for me to build something that I could put all those ideas I had onto a layout.

Now, you would have thought that this was going to be an easy task, deciding what I could fit onto a small board, but actually it wasn't, but it did give me the time to really hone my layout planning skills.

Idea to creation

All the track and points that I used came from two Peco set track packs, which are great if you're just starting out in the hobby. Wiring is not my forte, but fortunately, a good friend of mine was good at it, so thanks to him for wiring it all for me. The controller I use is a wired handheld walk-around from Gaugemaster, as is the main power.

> "I really enjoyed recreating the ideas that I had in my head over the years and those that I had borrowed."

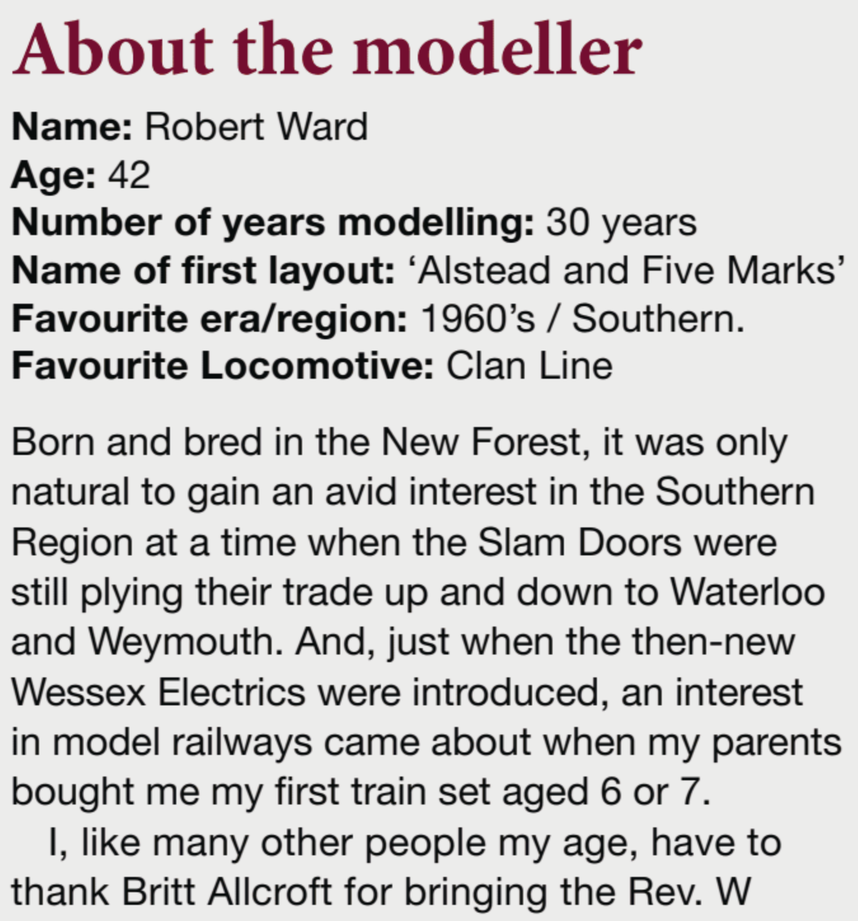
TOP RIGHT: What's this? Have the skiers got lost? And what's happenning outside Folly Castle?

MIDDLE RIGHT: *Peter Sam* arrives with the mid-afternoon service. He will have to run round his train and then take on water - he's a rather thirsty engine.

BELOW: An overall view of the scenic side of 'Broad Arrow'.







About the modeller

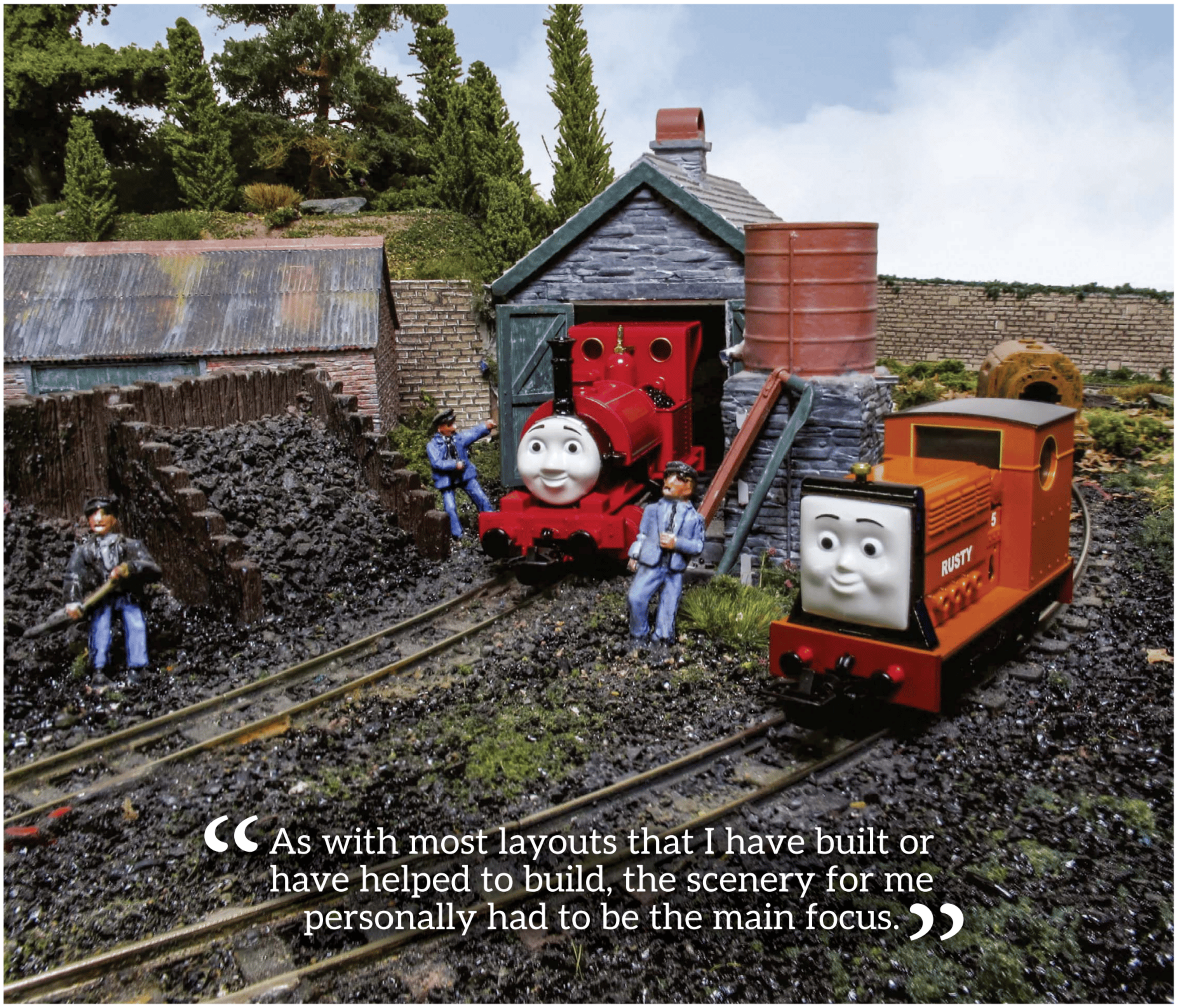
Name: Robert Ward
Age: 42
Number of years modelling: 30 years
Name of first layout: 'Alstead and Five Marks'
Favourite era/region: 1960's / Southern.
Favourite Locomotive: Clan Line

Born and bred in the New Forest, it was only natural to gain an avid interest in the Southern Region at a time when the Slam Doors were still plying their trade up and down to Waterloo and Weymouth. And, just when the then-new Wessex Electrics were introduced, an interest in model railways came about when my parents bought me my first train set aged 6 or 7.

I, like many other people my age, have to thank Britt Allcroft for bringing the Rev. W Awdry's famous books to TV as I wouldn't be doing what I am now if not.

Now in my early 40s, I still enjoy watching classic *Thomas* and reading the books with my niece. I am a member of The South Coast Model Railway Club as a Trustee. I have been a member since it was founded in 2006.



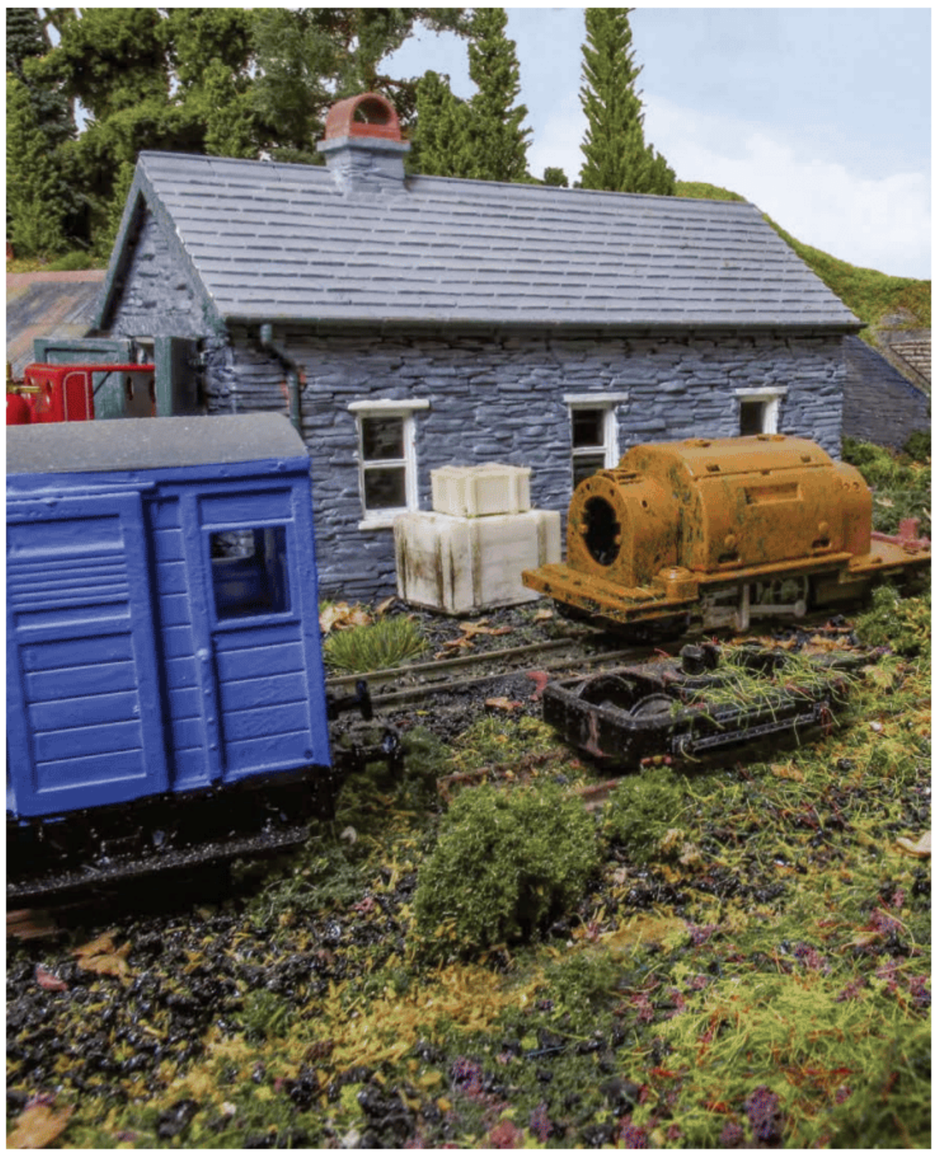


“As with most layouts that I have built or have helped to build, the scenery for me personally had to be the main focus.”

All the buildings and other structures for ‘Broad Arrow’ I bought from various suppliers, from Hornby’s ready-to-plant to Made in Chesterfield’s resin 3D-printed ones, which came ready to paint. This was a real help and I took my time over each building, suitably weathering and aging them down to fit in with the atmosphere and look I was trying to recreate.

As with most layouts that I have built or have helped to build, the scenery for me personally had to be the main focus. I really enjoyed recreating the ideas that I had in my head over the years and those that I had borrowed. All the scenic material that I used either came from Woodland Scenics or Javis, along with real Welsh slate and coal from my trip to North Wales and other bits and bobs that I have collected over the years.

The little plastic people you see dotted around the layout, I put them into groups, creating interesting cameos for the viewers. The majority of the figures came from German manufacturer, Noch, with a few others from Peco.



ABOVE: A view of the Shed with residents *Skarloey* and *Rusty* - the shed is always a hive of activity on this busy railway.

LEFT: Could this be *Duke* - the lost engine? Is this where he's been hiding all these years?

NEAR RIGHT: It's all go at the station as *Rusty* departs with his freight train, while *Skarloey* arrives with the last passenger train of the day.

TOP RIGHT: Here we see Lord and Lady Broade-Arrowe - they are talking with *Peter Sam* about his new funnel.

BELOW: *Rheneas* is holding up the local postman at the level crossing as he steams through with the morning passenger service.





Rolling stock

All the locomotives and Rolling Stock that currently appear on 'Broad Arrow' came from the Bachmann Trains *Thomas and Friends* narrow gauge range, with a few additional wagons from Peco. I have kept the locos in pristine condition as I wanted a preserved look. The coaches are kept the same way. As for the wagons, the opposite is the case, and I weathered them down for a used look.

I chose to build my layout as a challenge to see what I could easily achieve on a small baseboard. I didn't intend nor desire to have built it in such a short amount of time, but it came together really quickly and just goes to prove what you can do, while also producing that feeling of "oh I did that". ■

BROUGHT TO YOU BY

BRM
BRITISH RAILWAY MODELLING

WORLD OF RAILWAYS

Association of Model Railway Clubs WWE

The Bristol show is in Association with the association of Model Railway Clubs Wales & West of England





BRISTOL MODEL RAILWAY EXHIBITION

1st - 3rd May 2026

THORNBURY





THE SOUTH WEST'S PREMIER MODEL RAILWAY SHOW

At the show

- ✔ 30+ HAND PICKED LAYOUTS FROM ACROSS THE UK
- ✔ TRADERS / SOCIETIES
- ✔ STOCK UP ON ESSENTIALS FOR YOUR HOBBY
- ✔ LOOK OUT FOR COLLECTABLES, PRE-OWNED ITEMS, TOOLS, BOOKS & MORE!

Opening Times

FRIDAY 12.30 - 17.30,
SATURDAY 10.00 - 17.00 (09:30 WITH ADVANCED TICKET)
SUNDAY 10.00 - 16.30 (09:30 WITH ADVANCED TICKET)
EARLY ENTRY TO ADVANCED TICKET HOLDERS SATURDAY & SUNDAY
THORNBURY LEISURE CENTRE, BS35 3JB

Adult: £14.00 | Children (5-16): £7.00 | Family: £35.00

BOOK & SAVE!

TERMS & CONDITIONS: THE ABOVE PRICES ARE ADVANCE TICKET PRICES.

TO BOOK - WWW.WORLD-OF-RAILWAYS.CO.UK/SHOWS

We specialise in layout control. It's all we do!

MegaPoints Controllers

Sophisticated Simplicity

MADE IN BRITAIN

Rev: 28-08

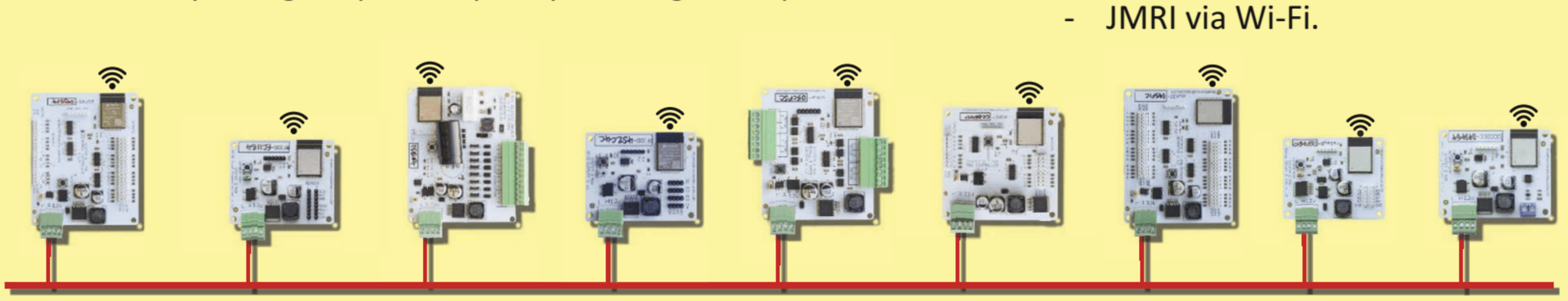
megapointscontrollers.co.uk

Control everything with System2. Visit our web site for more details.

- Complete layout control of points, signals, block detection, route selection and accessories.
- Reducing the cabling running around your layout to 2 wires.
- All our products are designed and manufactured in the UK.
- All settings are at your fingertips from your desktop, tablet or phone.
- Built in software update facility for new features.
- Controls can be flexibly assigned to any device on the network.
- Includes an EasyConfig simple setup for preconfigured options.

System2 works with:

- Servo motors.
- Solenoid motors.
- Tortoise and analogue stall.
- MTP MP10 motors.
- Kato points motors.
- RFID Tag readers and displays.
- DCC accessory commands.
- Block detection and feedback.
- JMRI via Wi-Fi.



Servos - Solenoids - Tortoise - Kato - RFID - DCC Accessories - JMRI - Route and Signal Control - Wi-Fi or Wired

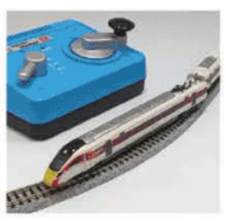
"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE

TRAIN TRAX

by MODEL RAILWAY MAGIC

EXCLUSIVELY KATO

► Extensive range of Kato Unitrack (OO/HO and N, including accessories)
► KATO's best UK, European, Japanese and North American rolling stock
► Friendly service from a knowledgeable UK team



UK



Euro



American



Japan



Track

THE MODEL TREE SHOP

by MODEL RAILWAY MAGIC



Twisted Wire Trees | Etched Brass Trees | Copper Beech Trees | Palm Trees

Bring your railway to life!

✔ Handpicked trees and scenic materials
✔ All scales, all seasons
✔ N, OO, O and larger
✔ Plastic, twisted wire, and unusual trees
✔ Discounts available for bulk buys

www.TrainTrax.co.uk

www.TheModelTreeShop.co.uk

Trustpilot 4.9 ★★★★★ Based on 955 reviews

Model Railway Magic Ltd, Kato specialists + trees and scenery in one place

GBC Good Business Charter

PECO TRACK

BULLHEAD

SLU 1180 ..... £64.10
SLU 1188 ..... £37.16
SLU 1189 ..... £37.16
SLU 1190 ..... £68.95
SLU 1191 ..... £27.00
SLU 1192 ..... £27.00
SLU 1194 ..... £28.25
SLU 1195 ..... £28.69
SLU 1196 ..... £28.69
SLU 1198 ..... £37.99

CODE 100 INSUL/ ELECTROFROG

SL 100 BOX OF 25 YDS
..... £115 / £4.65 EACH
SL 80 ..... £44.95
SL/E 86 ..... £19.25
SL/E 87 ..... £19.25
SL/E 88 ..... £18.40
SL/E 89 ..... £18.40
SL 90 ..... £50.00
SL/E 91 ..... £14.95
SL/E 92 ..... £14.95
SL/E 93 ..... £13.20
SL/E 94 ..... £15.75
SL/E 95 ..... £16.50
SL/E 96 ..... £16.50
SL/E 97 ..... £13.25
SL/E 98 ..... £17.20
SL/E 99 ..... £40.05

SETRACK 00

ST240 ..... £13.20
ST241 ..... £13.20
ST244 ..... £20.25
ST245 ..... £20.25
ST247 ..... £15.50
ST250 ..... £13.95

0 GAUGE POINTS

SL/E 786BH £79.00
SL/E 787BH £79.00
SL/E 790BH £130.00
SL/E 791BH £64.50
SL/E 792BH £64.50
SL/E 794BH £71.50
SL/E 797BH £57.95
STU 750BH £62.20
STU 751BH £62.20
ST700BH ..... £8.55 EACH
..... / BOX OF 8 £68.00
ST 725BH ..... £9.10 EACH
..... / BOX OF 8 £72.50
SL700BH ..... £10.25 EACH
..... / BOX OF 25 £120

N GAUGE SETRACK

ST5 ..... £12.30
ST6 ..... £12.30
ST44 ..... £20.50
ST45 ..... £20.50
ST50 ..... £13.79
ST51 ..... £13.79

N GAUGE CODE 80

SL300 ..... BOX OF 25 £104
..... /EACH £4.18
SL/E 386 ..... £16.75
SL/E 387 ..... £16.75
SL/E 388 ..... £16.75
SL/E 389 ..... £16.75
SL/E 391 ..... £14.50
SL/E 392 ..... £14.50
SL/E 393 ..... £14.50
SL/E 394 ..... £14.50
SL/E 395 ..... £14.60
SL/E 396 ..... £14.60
SL/E 397 ..... £14.60

FINESCALE CODE 55

SL300F £54.80
SLE 300 ..... BOX £120
SLE 386F £17.20
SLE 387F £17.20
SLE 388F £17.20
SLE 389F £17.20
SLE 390F £56.20
SLE 391 ..... £14.70
SLE 392F £14.70
SLE 393F £14.70
SLE 394 ..... £15.90
SLU 395 ..... £15.50
SLU 396 ..... £15.50



Pennine Models

penninemodels@gmail.com

01756 748667

BARK LAITHE FARM, FLASBY, SKIPTON, NORTH YORKSHIRE BD23 3QD

WE ALWAYS TEST AND CHECK OUR LOCOS BEFORE POSTING

www.penninemodels.co.uk

Opening hours : Tuesday to Saturday 10.30-4.30 **Visit us on**

DAPOL O GAUGE

14 TON PETROL TANKERS

7F-058 / 59 ..... **£44.50**
7F 063 / 062 anchor mounted **£46.50**
7F 064 45T TTA **£74.00**

BRAKE VANS

7F 100 Southern Brake vans..... **£60.00**
7F 200 BR/LNER brake vans **£71.50**
7F 300 BR/GWR brake vans..... **£79.95**

PLANK WAGONS

5 /7 /8 plank wagons **£38.50**

BOGIE BOLSTER / TURBOT £59.00

CONFLATS

Container..... **£54.00**
Without container **£39.00**

VANS

12t /meat/insulated **£43.50**

VEA/VANWIDE £49.50

HELJAN O GAUGE WAGONS

35t tanks..... **£76.00**
Dogfish/catfish **£85.00**
Southern CCT/PMV **£155.00**

DAPOL O GAUGE

DAPOL O GAUGE

Terriers 4 liveries **£205**
14xx and panniers **£195**
Lionheart Panniers **£295**
LMS & BR Jinty..... **£191.25**
Sentinel 0-4-0 ..... **£150**
Southern B 4..... **£190**
Class 08..... **£210**
B R standard Cl 3..... **£495**
Various liveries J94..... **£225**
Class 55 xx 2-6-2 ..... **£399**

COACHES

B R mk1 blue/grey, maroon, green & chocolate/cream **£169**
Autocoach various **£210**
Heljan track inspection coach **£259**
Suberban B Set (2 coaches) **£375**
Stroudley 4 wheel coaches..... **£95**

OXFORD HORNBY DAPOL PECO

HELJAN O GAUGE

Class 05 ..... **£295**
Class 17 ..... **£375**
Class 20 ..... **£499**
Class 26/27 ..... **£425**
Class 31 ..... **£439**
Class 33 ..... **£435**
Class 37 split box **£565**
Class 37 centre..... **£395**
Class 40 ..... **£445**
Class 45 ..... **£495**
Class 47 ..... **£569**
Class 50 ..... **£499**
Class 56 ..... **£499**
Class 60 ..... **£599**
Class 73 ..... **£595**
Class 55 Deltic..... **£495**
R H 0-4-0 ..... **£165**
Class 02 Diesel..... **£250 to £275**
Southern design PMV & CCT £165 Post Free

NEW DAPOL VANS ALL £43.50

HELJAN CLASS 37 CLEARANCE

3721 BR large logo
3727 D R S blue
3730 centre h/c
3731 large logo centre hc
3732 Tre Pol &Pen 37196 rf grey
3735 Intercity 37152 centre h/c
3737 West Coast Railways 37248
3749 Royal Scotsman Maroon
3733 R F S grey Centre H/C
3734 Grey unnumbered

ALL £395.00 post free



LIMITED EDITION O GAUGE HIA UNBRANDED STONE HOPPER...£68

55 H

FOR MODELLERS WHO REQUIRE QUALITY, ACCURACY, PERFORMANCE & DURABILITY

The new name in brass O Gauge RTR locomotives, built to the highest standards

Hand built in brass by SAM Model Tech (South Korea), from official works drawings and extensive research. Factory painted with cellulose, lined, then baked to produce a resilient finish

www.55H.co.uk

See website for running numbers, versions and latest availability.

55H Naburn North Yorkshire YO19 4RY
Tel: **07836 606465 / 01904 656736**
Contact John Riley: **John@55h.co.uk**

55H is a trading name of Finescalebrass (UK) Ltd

AVAILABLE NOW – LIMITED STOCK!

BR Standard Class 5
4-6-0 Caprotti Valve Gear

Also available Standard Locos, Lined Black, Lined Green and Lined Black Named



£2800 (inc vat)
UK Insured Delivery

Fitted with Faulhaber Swiss coreless motors, opening smoke box door, revealing interior detail and fully detailed cab. Models reflect variations of reverser handle, whistle type and position, return crank fixings and connecting rod type.

Tenders reflect the type as fitted in operation, with axle boxes painted as required.

The loco and tender fitted with sprung axles, sprung buffers and working screw couplings.

Direct from the factory ready to run with 12V DC power. In the UK, our workshops can then offer specialist services should you need them, including fitting, DCC sound, DCC synchronised smoke, weathering, coal load and overhead warning signs – at additional cost.

- ***We use ESU decoders with Bryan Robertson sound.***
- ***DCC fitting, testing and tuning by ModelYard.***
- ***Weathering, coal load and warning flashes by Paul Moore one of the best, professional, paint and detailing specialists.***

COMING MID–2026

BR Standard Class 4 / 4-6-0 / 2-6-0
From £2800 - see website for details

LIMITED RE-RUN – 7MT Britannia Class
From £2800 - see website for details and availability

SAS Est. 1991

specialauctionservices.com

Why not get in touch with us about handling your collection?

We are currently consigning for 2026 Auctions & Trains Galore



Special Auction Services
are the Premier Model Train Auctioneers in the Country

Special Auction Services
Unit 5, Nexus Park, Plenty Close
Newbury, RG14 5RL
www.specialauctionservices.com

Contact **Dominic Foster** or **Bob Leggett**
Dominic@specialauctionservices.com
Bob@specialauctionservices.com
or call **01635 580595**

WANTED

Model Railway & Collectables

We buy all makes, all gauges, live steam, aeroplane kits, boats, tanks, radio controlled, die cast and more.

Top prices paid for your models
Swift payment made on collection

01778 594604 or **07578 708785**
contact@littleworthmodels.co.uk

LITTLEWORTH MODELS

1. Contact us for a valuation
2. We make an offer
3. Bring, send or collect
4. Payment made

Find out more and get a **FREE valuation** at
www.littleworthmodels.co.uk

Est. 2007 — 18+ years trading in collectables

Collection made in person from across the UK

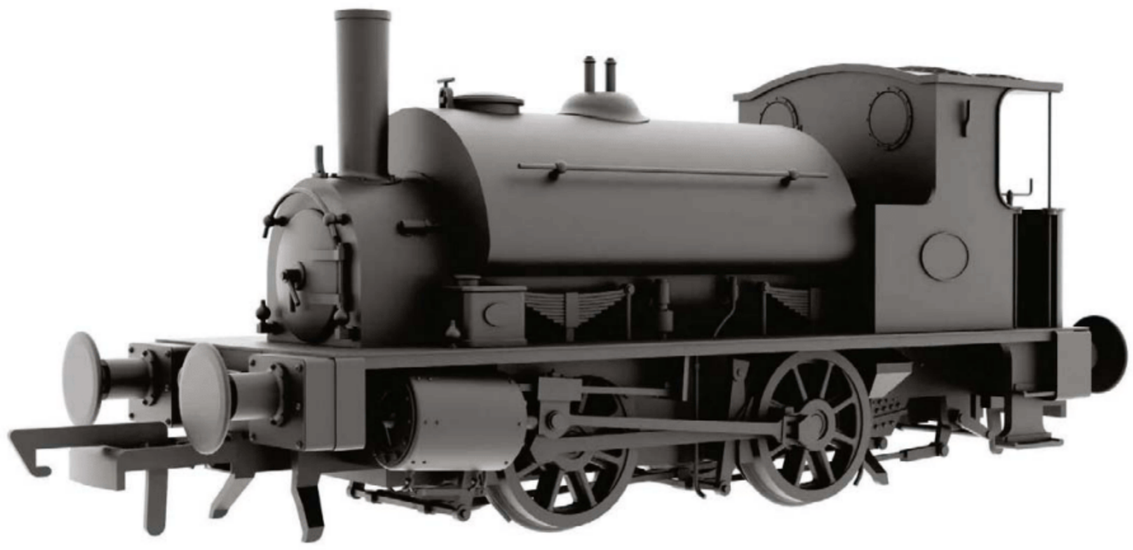
We carefully dismantle your displays for you

Honest valuations and fair offers given

Littleworth Models • Unit 7 Mays Wharf • Eastgate Industrial Estate • Cherry Holt Road • Bourne • Lincolnshire • PE10 9LA

THE LATEST HEADLINES





Oxford Rail announces new products

Oxford Rail has revealed two new OO gauge locomotives, a new GER wagon, new batches and updates on current projects.

GWR 2-6-0 2600 Aberdare - New Tooling
The GWR 2600 Class, commonly known as the Aberdares, were built for the Great Western Railway between 1900 and 1907. Designed under the direction of William Dean, the class comprised 80 heavy freight 2-6-0 locomotives intended primarily for hauling coal traffic, particularly from the South Wales.

Seven liveries have been announced, including BR Patched GWR Black 2667, GWR G W R Green 2680, GWR Lined Great Western Green Red Frames 2612 and GWR Shirtbutton Green 2637.

The models are all available in DCC-Ready at £179.95 and DCC Sound-Fitted versions, priced at £289.95. Arrival TBC.

CR Class 264/611 Pug - New Tooling
The Caledonian Railway 264 and 611 Classes, commonly known as the “Pug,” were 0-4-0 saddle tank locomotives built for the Caledonian Railway. The Class 264 was introduced in 1883 to a design by Dugald Drummond and built by Neilson and Company, with the related Class 611 following from 1895 under John F. McIntosh and built at St Rollox Works.

Some of these were paired with a small, improvised coal tender attached behind them, providing extra coal capacity beyond what the original saddle tank could hold. After the 1923 Grouping**,** they passed into the London, Midland and Scottish Railway, and subsequently to British Railways in 1948. Withdrawals were completed between 1959 and 1962. No examples of the class were preserved.

Eight liveries have been announced, including BR British Railways Plain Black 56020, BR Early Crest Plain Black 56035, CR Lined Black 266 and LMS Plain Black 16028.

The models are all available in DCC-Ready at £124.95 and DCC Sound-Fitted versions at £234.95. Arrival TBC.

GER 10T Cattle Van - New Tooling
800 of these vans were produced by the Great Eastern Railway between 1900 and 1909 and were used to convey livestock to and from East Anglia, although some of the wagons were photographed as far away as northern Scotland and south west England.

There will be different liveries with three running numbers covering the wagons’ lives with an RRP of £21.95.

GER 10t Covered Van - Re Run
Introduced in 1911 by the Great Eastern Railway, a fleet of Diagram 72 vans was built to a 10ft 6in wheelbase for use on a wide range of freight duties. Originally rated at 10 tons, their carrying capacity was reduced to 8 tons in June 1927. The class proved long-lived, with many examples remaining in revenue-earning service into the late-1950s. Under British Railways ownership, they were frequently seen operating as part of engineering trains. There will be different liveries covering the wagons life with an RRP of £19.95

Project Updates
Engineering samples have now arrived of the Sheldon 15T Crane with an RRP of £99.95, while decorated samples of the GW Totem wagon have been received, which include additional versions and liveries. The RRP is £28.95 and Oxford Rail is expecting to have these in the shops later in 2026.





Rapido reveals GWR 45xx ‘Small Prairie’



Rapido Trains UK has revealed the next locomotive in its OO gauge range: the GWR 45xx ‘Small Prairie’ 2-6-2T. The announcement marks a return to a West Country branch line prototype, with a comprehensive selection of liveries and detail variations reflecting the class’s long operational life.

12 versions are available, covering Great Western Railway, British Railways and preserved examples:

GWR Era
- No.2171 – GWR Lined Green (pre-1906)
- No.2173 – Great Western Lined Green with Garter Crest (pre-WW1)
- No.4505 – Great Western Green
- No.4560 – Great Western Green (Shirtbutton Roundel)
- No.4512 – G W R Wartime Green

British Railways
- No.4571 – British Railways Plain Green (Egyptian Font)
- No.4510 – BR Early Crest Plain Black (Small Crest)
- No.4562 – BR Early Crest Lined Green
- No.4507 – BR Late Crest Lined Green

Preserved
- No.4555 – Great Western Green (Preserved 1960s Condition)
- No.4566 – BR Early Crest Plain Black (Large Crest – as Preserved)
- No.4561 – Great Western Green (Preserved 1990s Condition)

Rapido confirms that the project is currently at the tooling stage, with orders accepted directly and through official retailers. Etched-style painted number plates appropriate to each version are included in the detail pack for modellers who prefer them.

The model features diecast metal and injection-moulded construction with separately-fitted, era-specific details, including firebox flicker with dynamic fire draw effect, factory-fitted speaker and a MoPower stay-alive capacitor.

The GWR 45xx ‘Small Prairie’ 2-6-2T is available to pre-order now.

Prices
- DCC Ready – £172.95
- DCC Sound Fitted – £284.95



TMC unveils exclusive TT:120 Scenecraft buildings

Revealed at the Festival of British Railway Modelling at Doncaster Racecourse last month, the new release comprises a series of 1:120 scale half-relief resin buildings, designed specifically to address the current shortage of scenic architecture available to TT:120 modellers.

Each structure is supplied fully-painted, weathered and lettered, reflecting typical independent retailers and domestic properties found on British high streets. Finishes are applied at the factory, allowing the models to be placed directly onto layouts without further work.

Colours and signage have been selected to remain broadly era-neutral, enabling use across multiple periods of British railway modelling.

The TT:120 Scenecraft architectural range will be available exclusively from TMC, with release scheduled for autumn. Pricing is expected to be confirmed closer to launch.

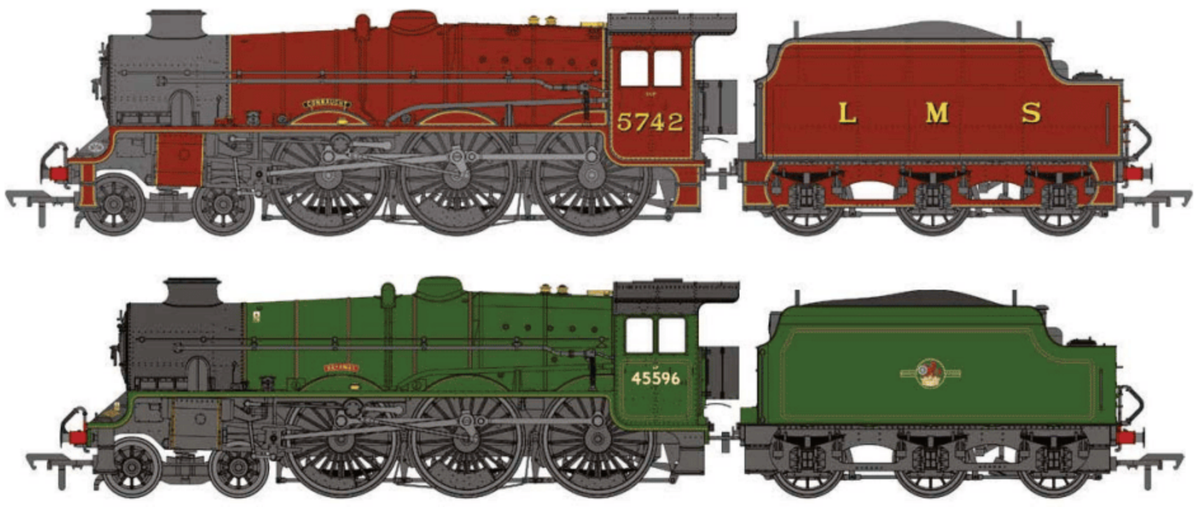


Bachmann announces extensive Spring 2026 additions

The Bachmann Branchline range is set to feature a significant update to its OO scale LMS Jubilee Class, introducing new tooling designed to capture specific variations of the prototype.

This development focuses on the later-built locomotives, distinguished by their sloping firebox throatplates and elongated fireboxes, and are expected to deliver a fresh level of fidelity for enthusiasts of the Stanier-designed 4-6-0.

Beyond the physical revisions, Bachmann has integrated several modern features to bring the model in line with its current flagship standards, including a Plux22 DCC interface and a newly-implemented firebox lighting system. Priced at £214.95 for DCC-Ready models and £324.95 for the DCC Sound versions, more details are likely to be shared soon.



Preservation Support: No. 45596 *Bahamas*

A notable highlight of the announcement is a partnership between Bachmann and the Bahamas Locomotive Society. As one of only four surviving Jubilees, No. 45596 *Bahamas* holds a unique place in railway history, particularly as one of the few members of the class to be fitted with a double chimney during its service life (*Jutland* and *Connaught* being others, as well as the two rebuilds).

Bachmann has committed to donating a portion of the proceeds from every sale of the *Bahamas* model to the Society. These funds are intended to support the ongoing maintenance and future return to steam of the real-world locomotive, which is currently undergoing its latest overhaul.

Other OO

The Steam fleet expands with the welcome return of the Great Central Railway 9J (later LNER J11) and the Midland Railway 3835 Class (later LMS 4F). These releases will include several that have not previously been replicated within the Branchline range and models will be available in standard format or with sound fitted.

A further LMS Patriot class, No. 45524 *Blackpool* joins its previously announced classmate, No. 5551 *The Unknown Warrior.*

J11 and 4F RRP - DCC-Ready £169.95 - DCC Sound £279.95

9J (GCR Lined Black) - DCC-Ready £179.95 - DCC Sound £289.95





Patriot Class - DCC-Ready £209.95 -- DCC Sound £319.95

Two new versions of the LMS's pioneering diesels Nos. 10000 and 10001 will arrive, while a selection of new wagons brings further variety to the range of rolling stock.

DCC Ready £209.95 -- DCC Sound £339.95

Also announced are two new train sets: the Eastern Express, featuring the preserved V2 *Green Arrow*, and the Suburban Sulzer, powered by a Class 25 diesel. Both sets include a layout mat and a complimentary one-year Bachmann Collectors Club membership.

Eastern Express – DCC-Ready £334.95 -- DCC Sound £399.95

Suburban Sulzer – DCC-Ready £304.95 -- DCC Sound £414.95

EFE

Building on the success of the EFE Rail Isle of Wight sets, a new range of 54ft non-corridor coaches is being released as individual vehicles in several ornate pre-Grouping liveries. Available in Third Class, Composite, and Brake Third formats, these models feature Lined Teak, LBSCR Raw Umber, S&DJR Lined Blue, and CR Plum & Off-White schemes to fill a historical gap for early twentieth-century enthusiasts. RRP is £58.50.



EFE Rail has also announced the first-ever N scale models of the Class 23 'Baby Deltic', featuring dual body styles to depict both original disc headcode and later central headcode box configurations. These high-specification models include directional lighting and a Next18 DCC socket.

DCC Ready £149.95

Bachmann has reintroduced the Leyland Atlantean Open Top 'Sea Dogs' to its EFE Road 1:76 scale diecast range. This release features new tooling variants to represent the vehicles in both their original Devon General livery and their later National Bus Company configurations. The price is £46.95.

Graham Farish

The Graham Farish range further expands with the return of Class 101 DMUs, Mk. 1 POS Vans, and HYA/IIA Hopper wagons in several popular liveries.

Scenecraft

The Bachmann Scenecraft range has been updated with returning N and OO scale structures alongside several new building designs. The spring collection also introduces five OO scale hand-painted figure packs, including a set for EFE Road buses and a modern policing pack featuring mounted cavalry and armed response units.

Rapido adds GWR Lined Crimson Lake to ‘Evolution’ Coach Range

The announcement coincides with Rapido’s recently revealed GWR 45xx ‘Small Prairie’ 2-6-2T, with the new coaching stock intended to provide era-appropriate formations. Rather than waiting for a future batch, Rapido has incorporated the livery into the existing third batch of the Evolution range.

The models represent Great Western Railway coaching stock as seen between 1912 and 1922, covering the latter pre-Grouping years and the period of the Great War.

The range comprises non-corridor body variants in the following types:

- Brake Third
- Third
- First
- Composite
- Full Brake

A triple pack is also available, comprising:

- Non-corridor Brake Third
- Non-corridor Third
- Non-corridor Composite

All versions in GWR Lined Crimson Lake are generic 48ft bogie coaches, detailed to reflect pre-Grouping practice.

Single coaches carry alternative running numbers to their multipack counterparts. The Full Brake and First are available as individual models.

Pricing and availability

The order book for Batch 3 of the OO gauge 48ft ‘Evolution’ Bogie Coaches is open, with the new GWR Lined Crimson Lake livery now included.

- Three-pack sets – £199.95
- Single coaches – £69.95

Models are available to pre-order directly from Rapido Trains UK and through official retailers.



978247
GWR Crimson Lake Triple Pack



978248
GWR No. 322



978249
GWR No. 1155



978250
GWR No. 55



978251
GWR No. 15



978252
GWR No. 19

Layout Concepts acquires DCCconcepts

Layout Concepts is pleased to announce the full acquisition of DCCconcepts, marking the beginning of an exciting new chapter for the business and its staff.

Under new ownership, the future of DCCconcepts and its product range will continue with renewed investment, now operating as Layout Concepts. A dedicated website, new funding resources, continued customer support and product lifetime warranties remain across all products.

Product distribution is now handled by TMC (The Model Centre), ensuring timely fulfilment. This partnership combines specialist product development with one of the UK’s most respected model railway retailers.

Existing lifetime warranties and after-sales support will be honoured, and the same range of products customers expect will be available. As Layout Concepts brings systems, stock and teams together under the new structure, it is working hard behind the scenes to strengthen service and availability. A dedicated new Layout Concepts website has been launched, and a new trade portal is currently being developed.

LAYOUT CONCEPTS

Founded 25 years ago by Richard Johnson, DCCconcepts built a global reputation for practical innovation, engineering excellence and customer support, starting from a small Australian beginning to an internationally respected supplier serving the UK, USA and Europe. The relocation of the business to the UK, its resilience during Covid and the challenges of global microprocessor shortages all tested the company’s determination.

Richard Johnson of DCCconcepts added: “After a quarter of a century of product development, we now need the energy and fresh vision of a young team of hobby lovers to take the business towards the future with confidence. It’s time for a positive change that will add back the sparkle to everything that has been – and more importantly, now can be – developed.

Accurascale reveals new 20 BR brake vans

The new model faithfully replicates the iconic BR 20-ton brake van, including its historical evolution from the LNER "Toad D" design through to the final BR standard builds produced between 1949 and 1962. Variations in handrails, brake systems, buffers, axleboxes, and liveries are all accurately represented, reflecting the diversity seen across thousands of prototypes during their service lives.

Accurascale's tooling suite for this brake van has allowed them to capture both the standard features and the unique modifications that emerged over decades of service. Railway modellers can now select models that perfectly complement their existing layouts, with an unprecedented level of historical accuracy, covering from their early beginnings up through sectorisation and privatisation of the railways, along with private users such as the Longmoor Military Railway, among others.

The model incorporates a diecast floor, detailed plastic superstructure, and a range of operational features. Modellers can choose from three axlebox types and four braking configurations, while also benefiting from track-powered interior lighting, including a cabin lantern and stove glow, enhanced with a stay-alive circuit for flicker-free operation. Non-functional but decorated tail and side lamps are included to complete the authentic appearance.

Accurascale's BR 20-ton brake van model will be available as a single pack priced at £39.95, with discounts of 10% for orders of two to four models and 15% for five or more. Delivery is scheduled for Q1 2027, with pre-orders available exclusively through the Accurascale website.





The Wagon Yard reveals new livery

The Wagon Yard has been busy releasing new wagons as part of its Kent Coalfield series, while teaming up with Rapido to add further fun to the popular Sundrian wagon range.

Snowdown Colliery had the infamous nickname of 'Dante's Inferno' as at one time it was the deepest and hottest coal mine in the UK.

Arguably the most famous of the Kent collieries, *Tilmanstone* was located near Eythorne village and produced coal primarily used in the steel industry.

In addition, a *North Staffordshire Loco Coal* open wagon has been released in an authentic livery, and partners perfectly with their previous release.

Produced using Oxford Rail's high-quality 7-plank open wagon. All three are available from The Wagon Yard in limited numbers, priced at £24.95 each plus £4 p+p (please allow 28 days for delivery).

Teaming up again with Rapido Trains UK, The Wagon Works will add four more releases to their popular Sudrian wagon range.

The first is *A.W. Dry & Co* open wagons available in a 5-plank (running number 11) and a 7-plank (running number 40).

The next is the *S.C Ruffey* plank wagon, which is back by popular demand with a second run.

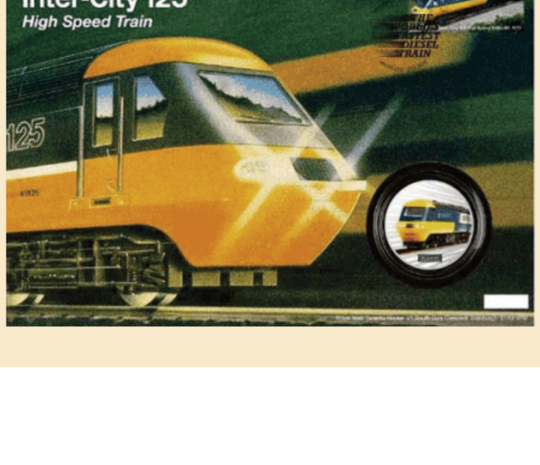
Finally, a peaked-roof salt van in North Western Railway livery.

All of these wagons can be pre-ordered direct from The Wagon Yard website. The open plank wagons are priced at £34.95 each (plus £4 p+p) with an expected delivery date of Q3 2026. The salt van is priced at £32.95 each (plus £4 p+p) with an expected delivery date of Q2 2026.

Royal Mail Celebrates 100 Years of Hornby with Special Stamp Set

Royal Mail is issuing a special set of 12 stamps celebrating the world of Hornby Model Railways, the brand that has helped shape British hobby culture for more than a century.

The new stamp set features eight First Class designs, among the locomotives featured are the pioneering No.1 locomotive (1920), the elegant LMS *Princess Elizabeth* (1937), the BR 4MT tank (1954), and the experimental LNER 'Hush-Hush' locomotive (2021).



GCRS commissions exclusive Rapido brake van

The run will be limited to 60 models, the main range of which was announced by Rapido in February 2025.

The Society's version will be finished in GCR livery and will uniquely feature the location marking "Sheffield". The expected price is £35 for members and £40 for non-members, plus postage where applicable.





Accurascale Class 31 Third Run revealed

The new batch spans the class's long operational life, from early pilot scheme locomotives in BR Green through to sectorisation-era Railfreight examples, including an Accurascale Exclusive variant.

The third production run comprises the following locomotives:

- D5503 – BR Green (as delivered).
- D5581 – BR Green with Small Yellow Panels
- 31138 – BR Blue ("Skinhead")
- 31160 *Phoenix* – Railfreight Distribution (Accurascale Exclusive)
- 31296 *Amlwch Freighter / Trên Nwyddau Amlwch* – Railfreight Grey with Orange Cantrail Stripe
- 31447 – BR Blue (Class 31/4)

Accurascale has confirmed that pricing will remain unchanged from previous runs:

- DC/DCC-ready: £184.95
- DCC Sound: £284.95

Delivery is scheduled for Q1 2027. Pre-orders are available directly from Accurascale and through authorised stockists.

Dapol announces more six-wheel milk tankers



Dapol has revealed plans to produce a new batch of its popular N gauge six-wheel milk tankers representing a typical post-War design, of which more than 600 examples were constructed.

The recommended retail price has been set at £18.99 per model. Dapol is currently awaiting decorated samples, with the range expected to reach retailers in Q4 2026. Pre-orders are available through Dapol stockists.

Six liveries have been proposed for this batch, reflecting the varied ownership and branding carried by these vehicles:

- 2F-031-026 – United Dairies 44026
- 2F-031-027 – United Creameries (Silver) W2002
- 2F-031-028 – Express Dairies "Milk for London" 1733
- 2F-031-029 – St Ivel / Unigate Creameries S4430
- 2F-031-030 – United Dairies Wholesale (UDW) 2011
- 2F-031-031 – Milk Marketing Board (MMB) 113

RHTT FEA-F Wagons Return in OO

Accurascale confirms the reintroduction of its Railhead Treatment Train FEA-F wagons in OO/4mm, featuring revised tooling, post-2009 configurations and four twin-pack releases scheduled for delivery in Q2 2027. Each twin-wagon pack is priced at £149.99.

All models are finished in Network Rail's contemporary blue colour scheme as carried by the FEA-F RHTT fleet during modern operations.

Four twin-wagon packs form the first release:

- 642013 / 642040 – Water-only circuit
- 642018 / 642021 – Water-only circuit
- 642006 / 642047 – Sandite and water circuit
- 642009 / 642032 – Sandite and water circuit



TMC Bridge enables HM7000 control for TT:120 models



The Model Centre (TMC) has unveiled the TMC Bridge, a compact Next18-to-ESU E24 harness adapter designed to overcome a long-standing compatibility issue within the TT:120 market. The new harness allows HM7000 sound decoders to be installed in forthcoming Heljan TT:120 models, enabling full operation via the HM7000 app, functionality that was previously unavailable.

The TMC Bridge is available to pre-order now, priced at £15.95 for a single unit or £45.57 for a triple pack. TMC also offers an optional fitting service, selectable at checkout.

Dapol reveals Class 33 decorated samples

The first four production samples for the new Class 33 in N gauge have been received, reviewed and approved by the development team at Dapol.

These models have set sail and are expected to be in shops during March. Available to pre-order now, the models are priced at either £156.60 for DCC-Ready models or £189.00 for DCC-Fitted versions.



00 | 1913 – 1990s | £££ 139.95 – 249.95

Rapido Andrew Barclay Fireless

Croda Chemicals (Works No. 1944)



Steven Draper



At first glance, it looks like a mistake.

No elegant chimney. No bunker full of coal. No real sense of speed. Just a squat cylinder on wheels, as if someone assembled a locomotive from spare plumbing and good intentions.

And yet.

The Andrew Barclay Caledonia Fireless is one of those locomotives that becomes more interesting the longer you study it. Built for locations where sparks were decidedly unwelcome, chemical works, gas plants and dock complexes handling volatile cargo, these engines stored steam and superheated water rather than generating it conventionally. No firebox. No flames. Just contained energy and careful application.

Rapido has captured that character convincingly in OO.



Plenty of diecast gives the model a solid feel.

Presentation is strong, with the now-familiar Rapido packaging and an informative, well-produced instruction manual. Once freed from the box, the model immediately feels reassuringly solid. The compact 0-4-0 chassis benefits from generous diecast content, giving it welcome heft and stability in the hand.

The cylindrical pressure tank dominates the silhouette, just as on the prototype, but there is plenty to reward closer inspection. Separately-applied pipework is neatly executed and securely fitted, remaining intact throughout handling and running. The buffers are not sprung but finely rendered in metal, as are the handrails. Particularly pleasing is the visible internal motion glimpsed through an accurate opening in the chassis, a subtle detail that adds mechanical interest without appearing contrived.



The decoration and overall finish is excellent.

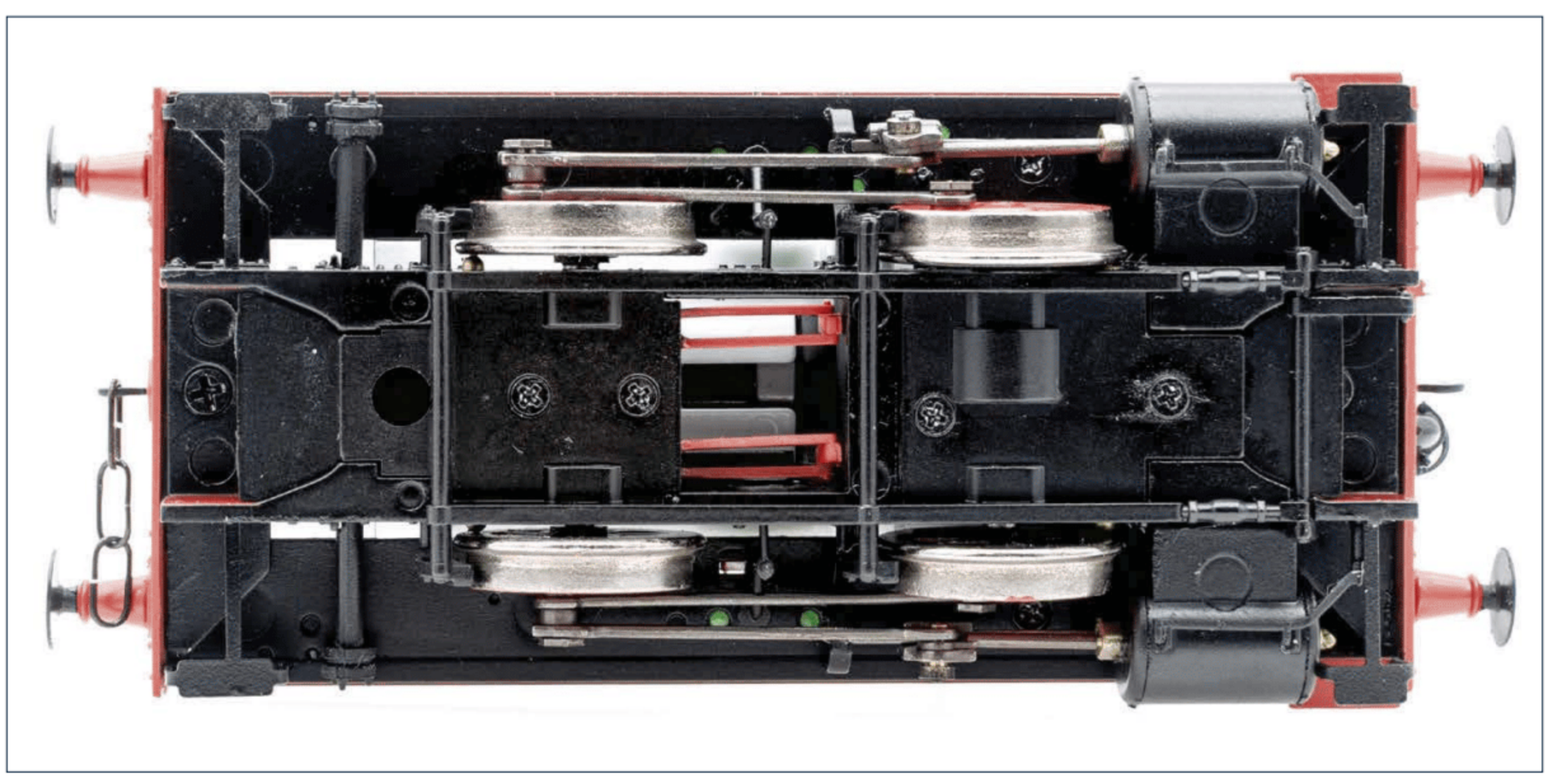
Moulded components are crisp, with no seam lines across the tank. Cab glazing is clear and well-fitted, and the interior offers sufficient detail to justify adding a crew figure. Couplings are fitted via NEM363 pockets, with removal only becoming obvious after the keeper plate was removed. The fitted drawbar also allows for the use of three-link couplings for display or operation.

The Croda Chemicals livery is impressively handled. White can be unforgiving at this scale, but here it has depth and consistency, complemented by sharply printed green logos. The running plate features subtle chequered-plate texture, and the model lends itself naturally to weathering, something many modellers will no doubt explore to enhance its factory-worn character.



There is plenty of separately-fitted detail.

Performance from the DC review sample was strong straight from the box. Slow-speed control is particularly noteworthy, an essential quality in a locomotive intended for shunting duties. The model crept smoothly at low voltage, though a slight hesitation was observed over Peco pointwork at very low speeds.



The tiny chassis runs very well.

FACTFILE

Models (Review item in bold):
SKU 965001 - *Bowaters* (Kent) No.2 (Works No. 1962)
SKU 965002 - Lined Caledonian Blue
SKU 965003 - *Croda Chemicals* (Works No. 1944)
SKU 965004 - *Shell Mex* (Works No. 1952)
SKU 965005 - *Bowaters* (Ellesmere Port) No.1 (Works No. 1982)
SKU 965006 - Boots No.2 (Works No. 2008)
SKU 965007 - Doon Valley Railway (Preserved) (Works No. 1952)
SKU 965008 - *Gloucester Corporation* (Works No. 2126)
SKU 965009 - CEGB (Works No. 2126)
SKU 965010 - Lined Maroon
SKU 965011 - *G. Fawkes*
Exclusive: World of Railways – BP Green
Construction: Diecast and Plastic body – Metal and Plastic separately-fitted details
Weight: 104g
Era: 1913-1990s
Price: £139.95 - £249.95
Minimum curves: Radius 2
Accessories: Lamps, builders' plates and cab shutters

WHAT WE LIKE

✓ Weight and balance
✓ Application of livery and decoration
✓ Separately-fitted details
✓ Running and performance

Fitting a Rapido-supplied ESU decoder into the E24 socket activates the factory-fitted stay-alive capacitor and speaker, a thoughtful inclusion that should further enhance slow-speed reliability across complex trackwork.

What ultimately elevates this model is how naturally it inhabits an industrial setting. Placed alongside warehouses, loading gantries and big metal tanks with their maze of pipework, its compact, slightly eccentric and entirely purposeful authenticity will add real narrative and visual interest.

The Rapido Fireless might lack flames, but it certainly has the kind of character that will spark a whole host of new OO gauge industrial layouts and sidings.

00 | 2004 - 2021 | £££ 169.99

Hornby Class 153 Northern Rail



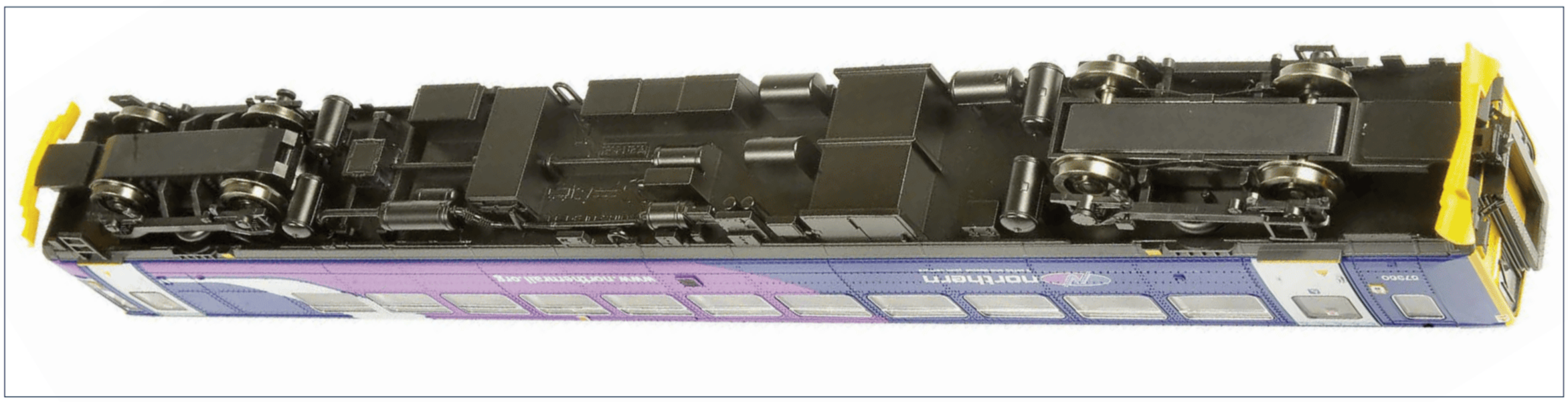
Jerry Clifford



The 153 makes for an attractive compact train.

Single unit railcars, from the steam railmotors early in the last century through the pioneering Great Western diesel railcars of the 1930s to the BR Class121/122 first generation DMUs, have long been a favourite with both space-starved modellers and the real railway, offering a complete train in a small package – perfect for branch lines and where traffic is light. The Class 153 units were introduced in the early-1990s to replace the life-expired Class 121/122 'Bubble Cars'. The units are in fact rebuilds of two-car Class 155 'Sprinters', 35 of which had been delivered in 1987/88. The conversions, carried out at Hunslet-Barclay's works in Kilmarnock between 1990-'92, essentially involved fitting a new driver's cab to the inner, B end of the units, which had previously been luggage space. The position of the original doors was not moved, resulting in the new cabs being considerably smaller than the original at the other, A end. The resulting 70 153s proved to be extremely successful and saw service with a host of operators across the entire network, from the Highlands of Scotland to Cornwall in the far South West and from Anglian Rail in the East to Central Wales. The Northern Rail units, as offered for review, saw service on the Settle and Carlisle as well as local lines up and down the Cumbrian coast to Barrow-in-Furness. Around a dozen of the original 70 units have been scrapped, some have entered departmental use and to date, one has been preserved, but, after more than 30 years, there remains a handful still in service.

The Hornby Model has been in their catalogue, on and off, for a number of years, but has recently received a facelift, including new liveries and an upgrade to a 21-pin DCC sockets from the previous 8-pin, although there remains no provision for sound and stay-alive. The model itself is very nice with a good level of detail throughout. The all-important face is well captured with many separately-applied details such as steps and windscreen wipers. The interior is very effective, with differently coloured seats and upholstery. The striking purple and blue



View showing underside detail, pick-ups and absence of traction tyres.



The larger, original cab of the A end. The crisply-applied livery and lettering is shown to good effect.



Some sympathetic weathering would highlight the nicely understated roof detail.



The smaller cab of the B end. The rivet pattern behind the doors betrays the original layout of the windows.

FACTFILE

Model:
R30427 Northern Rail - Class 153 - '153360'
Construction: Plastic body and diecast chassis
Weight: 356g
Era: 2004-2021
Price: £169.99
Minimum curves: Radius 2
Accessories: Couplings for NEM pockets

WHAT WE LIKE

- ✓ Excellent finish
- ✓ Detailed interior
- ✓ Directional lights



The face of the 153 is well captured.

Northern Rail livery is very well applied with some excellent printing for the lettering and logos. Of particular note are the wheelchair access and bicycle motifs above the doors at each end.

Power is provided by a 5-pole motor driving all four wheels of one bogie. Pick-up comes from all eight wheels. Running was a little 'coggy' at slow speed but perfectly smooth and controllable through the rest of the speed range. This, I suspect, would improve with running-in. Access to the interior, as outlined in the basic but functional instruction leaflet, is via clips to remove the body, which gives access to the DCC socket and would also allow passengers to be added.

Overall, these are a nice model with a particularly good finish. The slightly lumpy, slow-speed running aside, these can be recommended.

00 | 1989 - present day | £££ 194.95-294.95

Cavalex Class 60



Steven Draper



Cavalex has nailed the face and presence.

Growing up in the 1970s, encounters with model diesel locomotives generally involved chunky blue or green plastic bodies that responded to a trusty H&M controller by growling enthusiastically around the track.

Fast-forward to today and it's genuinely hard to believe how far UK ready-to-run modelling has come.

That said, every so often, a model comes along that makes you pause and think, *this changes things*. On opening the box of the Cavalex Class 60, it didn't take long to suspect this might be one of those moments.

The first impact was a finesse and wealth of detail, it felt like a switch from standard to ultra-high definition. If it exists on the real locomotive, and if it can be manufactured or printed using modern techniques, it's likely to be present here. The underframe is densely packed with detail, the cab interiors are fully appointed with appropriate dials, levers and signage, and the cooling room is detailed to the point where it feels like a model within a model.

In the interests of balance — and possibly obsession — I went hunting through photographs of 60049 in its Triple Grey Metals livery, looking for something that might have been missed or perhaps over-emphasised. I didn't find anything!

The paint finish has real depth, and the quality of the printing stands comfortably alongside the very best currently available.

The distinctive face and character of this slab-sided, pull-anything diesel has been captured exceptionally well, with the model convincingly conveying the weight and presence of the real locomotive.

One long-standing frustration with diesel models is buffer beam detailing: fit everything and coupling becomes awkward; leave it off and the model looks unfinished. Cavalex addresses this neatly with its Adaptable Magnetic Detail system, allowing a fully detailed bufferbeam to be swapped for a coupling-ready configuration in seconds. It's a practical solution that avoids compromise.

A further thoughtful inclusion is a small etched jig, supplied to ensure nameplates and other etched details are positioned accurately; a simple idea, but one that removes a lot of guesswork.



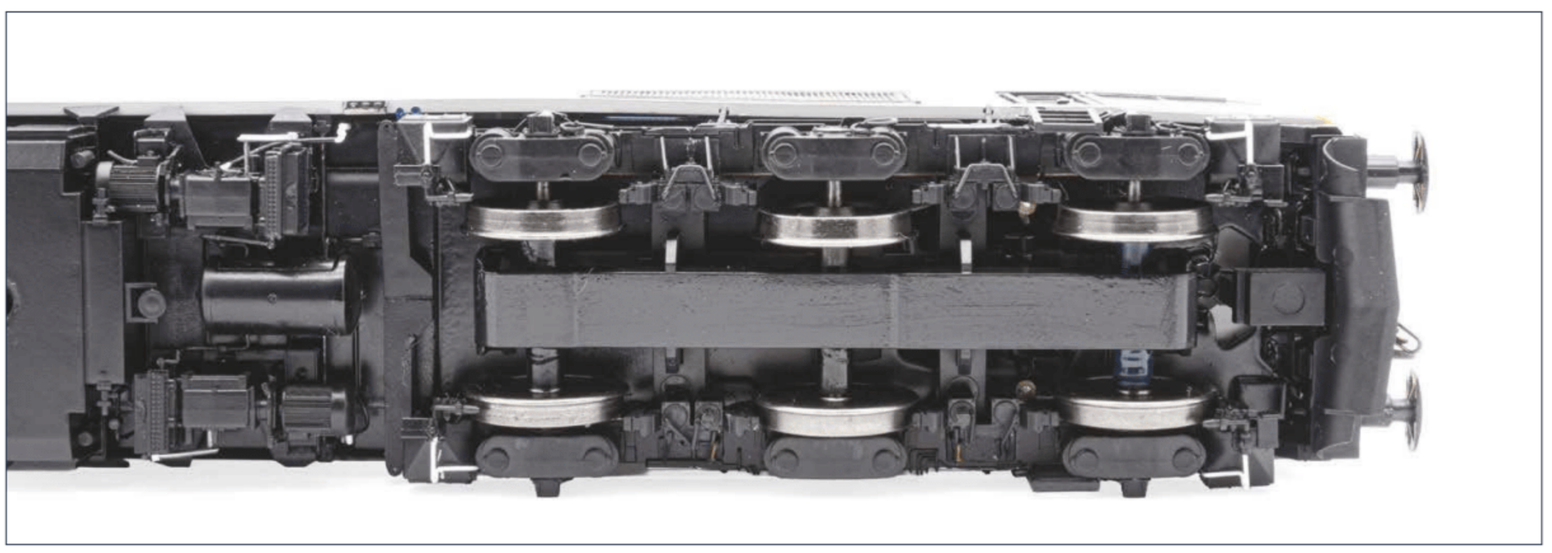
Livery finish is excellent with depth and finesse.



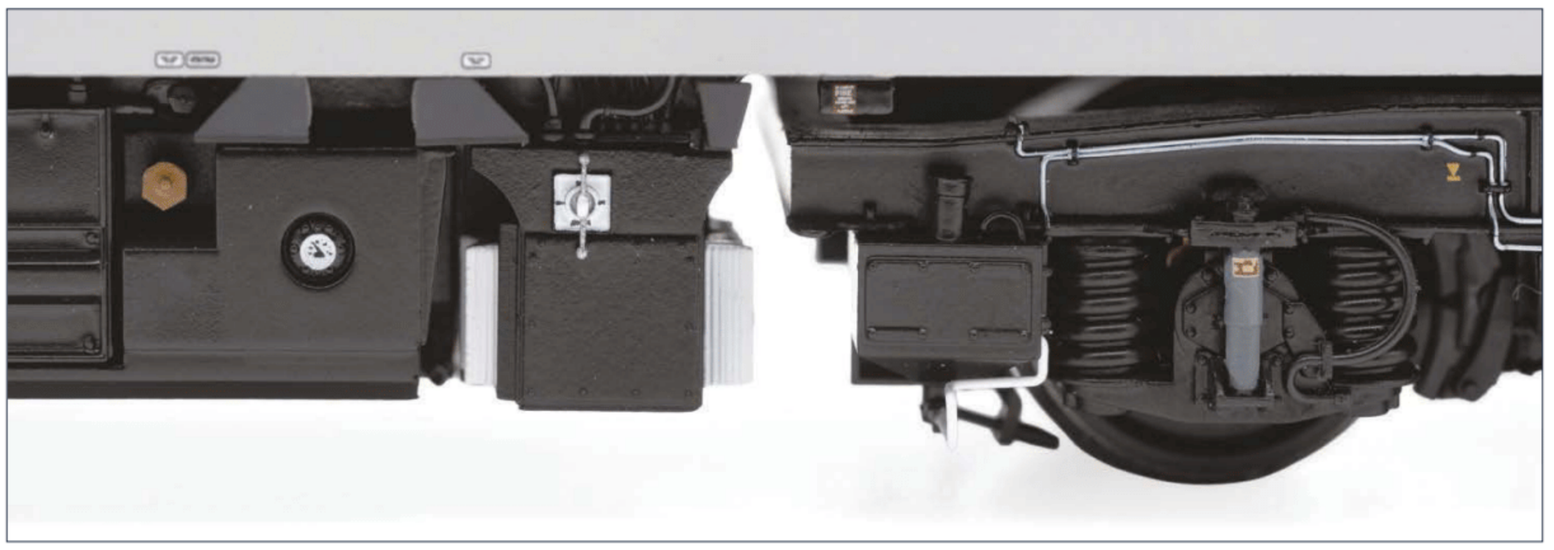
The magnetic bufferbeams are excellent.



Internal detail contains etched parts.



Swapping to EM or P4 is straightforward.



Cavalex has pushed the bar with accurate detail.

FACTFILE

Model (Review item in bold):
CM 60010 DB Cargo UK
CM 60017 *Arenig Fawr* Construction Sector
CM 60018 EWS
CM 60027 *Joseph Banks* Petroleum Sector
CM 60028 Cappagh Blue
CM 60049 *Scarfell* Metals Sector
CM 60059 *Swinden Dalesmen* Loadhual
CM 60061 *Alexander Graham Bell* Coal Sector
CM 60076 *Dunbar* Colas
CM 60087 GBRF
All in DCC-Ready and DCC sound versions.
Construction: Diecast chassis, plastic body, etched and plastic separate components
Weight: 689g
Era: 1989 – present day
Price: £194.95-£294.95
Minimum curves: Radius 2
Accessories: Magnetic bufferbeams, etched plates, cab blinds

WHAT WE LIKE

- ✓ Incredible detail and finish
- ✓ Immersive driver experience
- ✓ Smooth running

The review model was DCC sound-fitted and supplied with a comprehensive manual that includes guidance on how to operate the locomotive. That's because the model is designed to replicate the operational story of the real thing as closely as possible. Selected functions allow doors to be opened and closed or systems to be brought to life. The cold-start sequence is dynamic, engaging and lively; and all sound was clear throughout.

Performance straight out of the box was smooth and assured. Weighing 689g, a drawbar pull test returned 1.0Nm, lower than some models, but still suggesting the model can handle a decent-length train.

Class 60s were known as 'Tugs' for their pulling power, but the Cavalex Class 60 is about pushing. Not only does it push the detail accuracy bar with its excellent DCC project, it gently pushes the operator into an immersive experience that extracts them from the real world, and for a while, lets them exist within their own miniverse.

00 | 1936 - 1966 | £££ 269.99

EFE Rail LBSCR 54ft 'Isle of Wight' 4-Coach Pack



Steven Draper

Announced at the 2025 London Festival of Model Railways and delivered later the same year, these ex-LBSCR coaches bring one of the most characterful passenger fleets in British railway history into ready-to-run OO scale.

When the Southern Railway took over the Isle of Wight's railways in 1923, it inherited rolling stock that at best could be described as 'tired.' Passenger numbers were rising steadily, driven by the Island's popularity with holidaymakers. However, new coaches were not an option. Instead, the Southern did what it tended to do best: it made practical use of what it already had.

Between 1936 and 1939, 60 former London, Brighton & South Coast Railway coaches were transferred from the mainland, rebuilt onto new 54-foot underframes and converted to Westinghouse air brake operation, the standard system used on the Island.

These rebuilt carriages went on to form the backbone of Isle of Wight passenger services. Marshalled into four- and six-coach sets of Brake Thirds, Thirds and Composites, they operated in semi-permanent formations, most commonly on the Ryde–Newport–Yarmouth line. They proved remarkably durable, surviving Southern Railway ownership and into the early British Railways period before finally being withdrawn in 1966.

EFE Rail has chosen to supply these coaches exclusively as complete four-coach packs, removing much of the guesswork from assembling a convincing train, or worse, having to hunt out the final carriage on eBay!

Liveries cover their working lives, and the review set in Southern Railway Maunsell Green with yellow lining has that classic Pre-War Southern Railway look. It's applied incredibly finely, looking sharp but without being overdone. I was impressed to see the black shadow lining present, and there is a generous amount of authentic signage, including period smoking notices on the windows that reward closer inspection.

Each coach is subtly but authentically different, with variations in windows, panelling and roof vents. The moulding quality is excellent, with fine panel lines, door furniture and flush-glazing that allows the compartment interiors to be clearly seen. Separately-fitted metal handrails, etched brass end steps, lamp irons and fully rendered Westinghouse brake gear add depth.

The coaches are ideal for running behind many Southern locomotives.



All carriages are visually different.

Instantly create a semi-permanent set.

The underframes are busy in exactly the right way, with truss rods, two styles depending on coach, battery boxes, dynamos and air brake equipment all present.

Each coach weighs just over 110g and is fitted with NEM-mounted slimline tension-lock couplings designed to negotiate second-radius curves. In testing, all four vehicles ran smoothly through Peco pointwork without complaint, although on one or two, the axles were a bit squeaky and a tiny drop of lubrication was added to all to resolve.



Decoration is excellent, with appropriate window signage.



Separately-fitted details include door grabs.



Well-executed underframe, with coach variations.



Ready to fill with miniature holidaymakers.

FACTFILE

Model (Review item in bold):
E86021 LBSCR 54ft 'Isle of Wight' 4-Coach Pack SR Maunsell Green
E86022 LBSCR 54ft 'Isle of Wight' 4-Coach Pack SR Malachite Green
E86023 LBSCR 54ft 'Isle of Wight' 4-Coach Pack BR Crimson
E86024 LBSCR 54ft 'Isle of Wight' 4-Coach Pack BR (SR) Green
IoWSR Exclusive LBSCR 54ft 'Isle of Wight' 2-Coach Pack SR Malachite Green
Construction: Plastic body, chassis and bogies, metal wheels
Weight: 112g
Era: 1936-1966
Price: £269.95
Minimum curves: Radius 2
Accessories: Brake hoses and cosmetic couplings.

WHAT WE LIKE

- ✓ Complete rake
- ✓ Detail variations on each carriage
- ✓ Excellent livery application

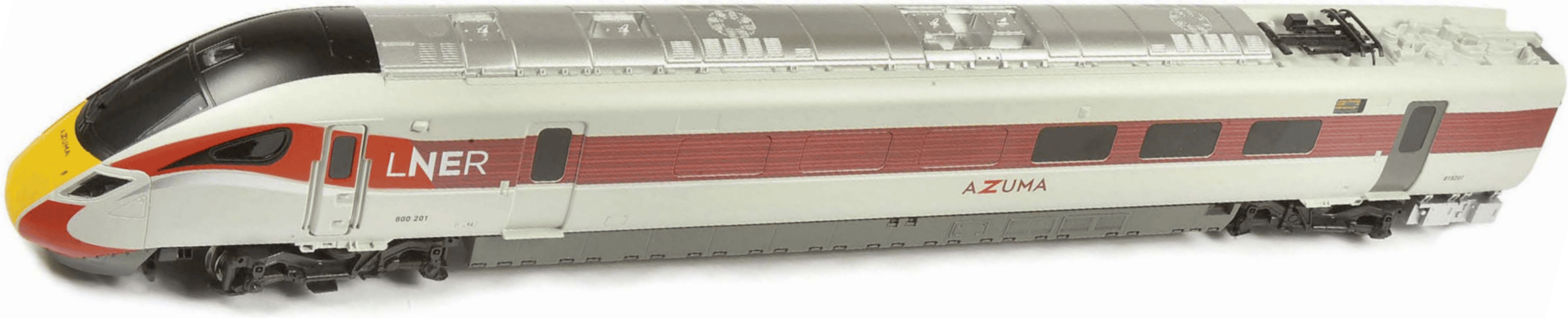
The EFE Rail Isle of Wight coaches capture the character and practical elegance of their prototypes in an accessible and convincing way. While offering a ready-made solution for Isle of Wight layouts, they also sit comfortably on miniature Southern branch lines in lofts, garages and railway rooms across the land, making them a welcome, appealing and versatile addition to the range.

00 | 2014 - present day | £££ 149.99

Hornby Railroad Azuma 800



Jerry Clifford



Overhead view showing the simplified detailing on the Railroad version of Hornby's 800.

The Class 800 units were developed as part of the Intercity Express Programme, (IEP) to eventually replace the IC 125 and 225 units, principally on the West of England and East Coast routes. To maximise versatility, the units were designed to be bi-mode – drive coming from electric motors powered from OHLE lines but with diesel generators to enable the trains to operate on un-electrified lines. The units were designed and built by Hitachi between 2014-18 at its Newton Aycliffe facility, using body shells shipped over from the Kasado works in Japan. The first 800s entered service on the GWR main line in October 2017, with the East Coast main line following in May 2019, initially on Leeds and Hull services but, from August of 2019, Edinburgh services were added, including the prestigious Flying Scotsman. Despite early teething problems relating to fatigue and cracking on the aluminium bodyshells, the units have proved a success, with 80 trainsets built to date; 57 on the GWR and 23 on the LNER in both five and nine-car sets. The LNER units were given the name 'Azuma', after the Japanese word for east.

Hornby first introduced the 800 Class into their main range to coincide with the introduction of the prototype in 2017. The models offered for review are new arrivals in Hornby's Railroad range aimed at the more price-conscious end of the market, their more basic detailing and consequent greater robustness making them suitable for younger modellers. Despite their being a much lower spec, first impressions are very good. The striking shape and lines of the unit are captured well with the sweeping LNER livery nicely printed, albeit simplified, with much of the smaller lettering left off. Likewise, many of the separately-applied fittings have been replaced with moulded detail, much of which has not been picked out with paint. The see-through windows, interior seating, lights and cab details have all been replaced by an empty shell with blacked-out windows. While there will be no need to fit crew or passengers, those wishing to gain access to the 21-pin DCC socket will need to remove five

The Azuma is being put through its paces on Tony Wright's 'Little Bytham'.





The nose cone on the Railroad version is solid with no provision for couplings, unlike the fully detailed version, which is removable with coupling pockets.

screws to get the body off – the underbody compartment being another casualty of the Railroad treatment. No sound speaker is fitted, although there is a moulded pocket in the underframe.

Power is provided by a 3-pole motor, driving a single four-wheel bogie fitted with traction tyres. Pick-up is also restricted to just the four wheels. Running, particularly at speed, was perfectly good, though how well the single power bogie would cope with a full nine-coach set was not put to the test.

Hornby has released matching coach packs in the Railroad range, so that prototypical sets can be assembled.

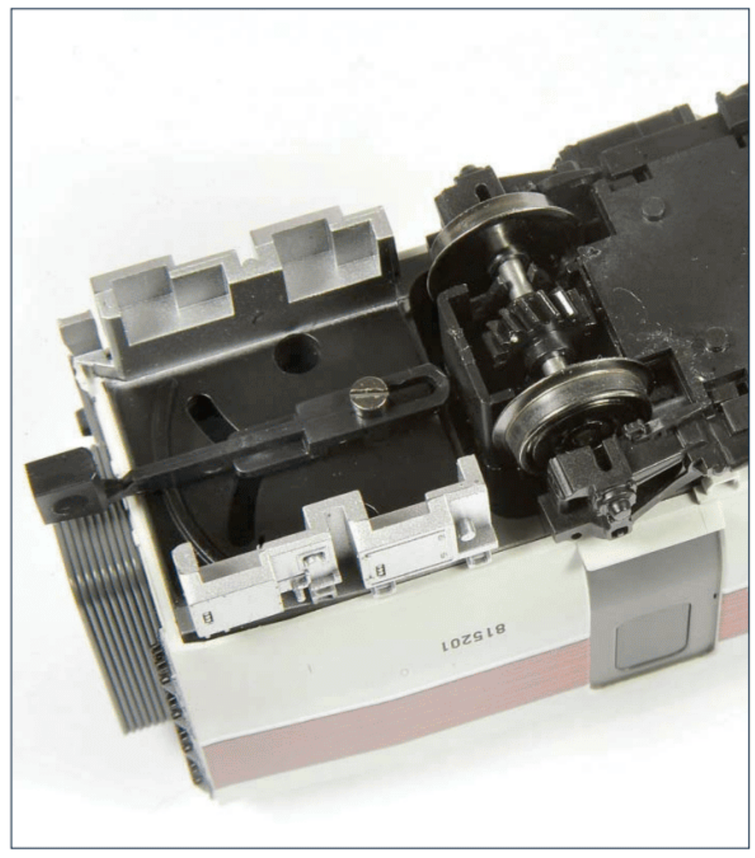
There is no doubt that the specification of the Railroad Azuma is much lower than that of the full-fat version, but this is very much reflected in the asking price. Overall, as an entry level model, it has a lot going for it. It represents good value and certainly looks the part as it speeds past, which, I suspect, is what many younger modellers will want from their set. Recommended.

FACTFILE

Model:
R30449 RailRoad: LNER - Class 800 - 800201 - Train Pack
Construction: Plastic
Weight
Power car: 270g
Dummy car: 170g
Era: 2014-present day
Price: £149.99
Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Robust construction
- ✓ Competitive price
- ✓ Good livery application



Couplings on the inner ends are standard Hornby to be compatible with its add-on train packs.



Despite the simplified livery and detailing, the Azuma still looks the part when travelling at speed!

00 | 1971 - 1994 | £££ 120.00 (triple pack)

Ellis Clark Railworks Prestwin wagons



Steven Draper



The most detailed 00 RTR wagons ever? They certainly push the bar upwards!

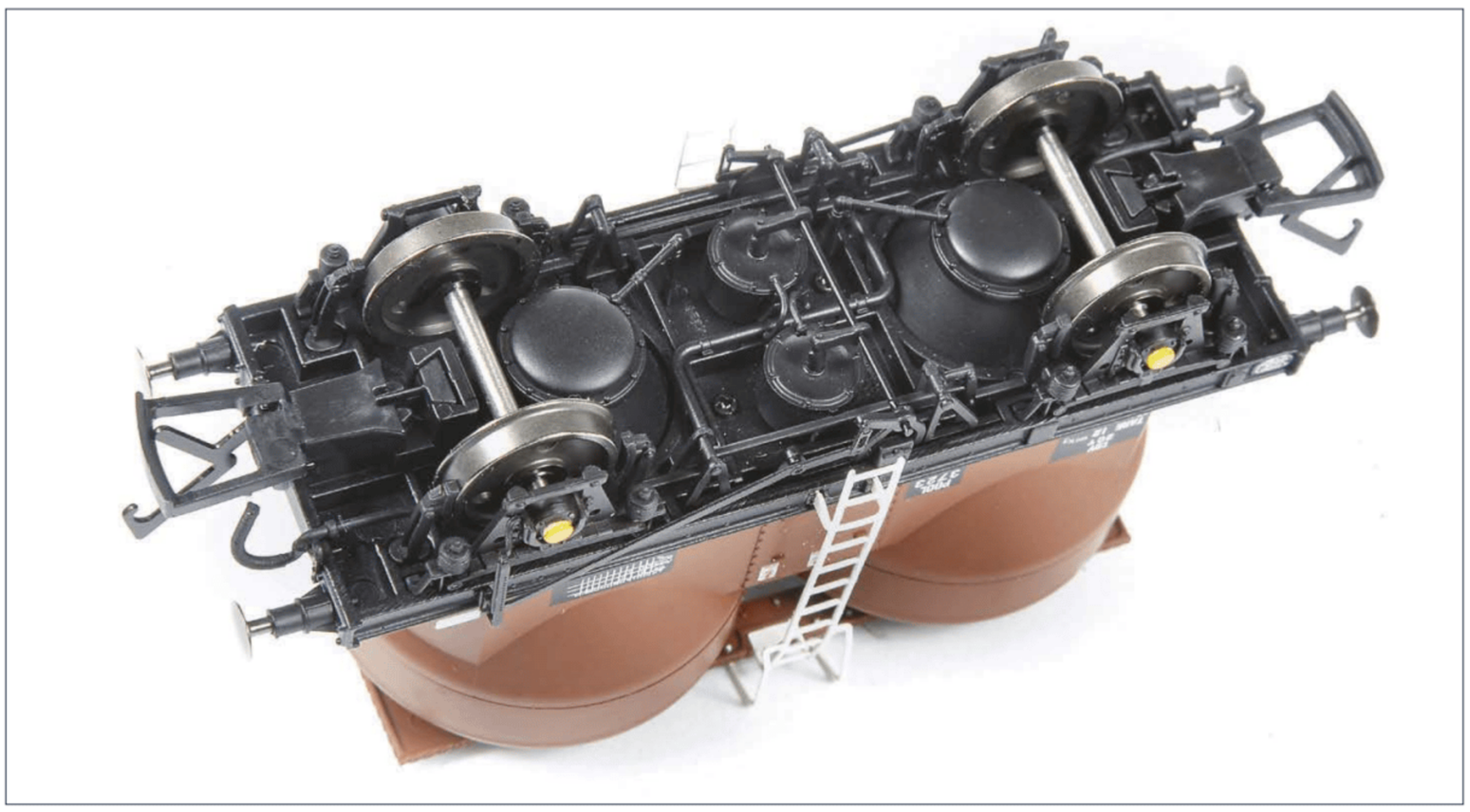
The 12-foot wheelbase Prestwin has always been one of those wagons that modellers notice immediately, not because it's flashy, but because it's complicated. Twin cylindrical silos, exposed pipework, narrow walkways and a compact underframe leave very little room for compromise. Get it wrong and it looks clumsy. Get it right and it becomes one of the most characterful pieces of BR-era freight stock you can put behind a locomotive.

Ellis Clark Railworks's no skimping or compromise approach ensures the latest 12ft Prestwin captures that complexity with impressive confidence. The twin-silo body is proportioned accurately, with the subtle curvature of the tanks rendered cleanly. The separation between the two silos is correctly defined, avoiding the "single moulded lump" look that has plagued earlier attempts at similar wagons. The walkway and top detail are finely executed, with scale-appropriate thickness and crisp moulding that holds up well under close inspection.

Underneath, the 12ft wheelbase chassis has real presence. The brake gear, pipework and associated fittings are sharply defined, adding depth without appearing over-engineered. Importantly, the detailing feels integrated rather than applied as an afterthought. The pipe runs follow convincing routes, and there is a pleasing sense of layered construction when viewed from low angles, adding a new dimension to viewing rolling stock from realistic eye level or below.

The inclusion of metal components, where appropriate, adds both finesse and durability. Fine grab rails and steps maintain scale appearance without sacrificing strength, and they sit squarely against the body without glue marks or distortion. The overall finish is clean, with sharp printed markings and well-aligned lettering. The BR bauxite livery has good tonal depth, providing a realistic base for those wishing to apply weathering.

Running qualities are equally reassuring. The die-cast chassis gives the wagon a useful amount of weight, improving tracking and stability through pointwork. Fitted with brass bearings, the wheelsets rotate freely. Conversion to EM or P4 looks straightforward, with the brakes positioned correctly for true scale, and screw-link couplings are included in the box.



There is a fully detailed underframe.



Fine pipework, but the models are robust, too.



The wagons demand attention and bring impact to a layout.

FACTFILE

Model (Review item in bold):
TOPS – **C3402**, C3402A, C3402B, C3402C
PreoTOPS – C3041, C3401A
Construction: Diecast chassis, plastic body, etched and plastic separate components
Weight: 48g
Era: 1971 - 1995
Price: £120.00 (triple pack)
Minimum curves: Radius 2
Accessories: Three link couplings

WHAT WE LIKE

- ✓ Incredible detail and finish
- ✓ Build Quality
- ✓ Pushes detail bar upwards on RTR wagons

Supplied in triple packs, with subtle variations in axlebox detail and pipe colouring, a trio of Prestwins immediately adds presence and purpose to a siding, industrial complex or block working freight, the repetition of shape and fine pipework creating genuine interest rather than simply filling space. It's here that Ellis Clark Railworks' philosophy really shows: this is not just a wagon produced to tick a box, but one developed with clear intent to do the prototype justice.

And that ambition pays off. The 12ft Prestwin is more than just a welcome addition to the RTR market; it stands as one of the finest ready-to-run wagons yet produced in OO gauge. The balance of fidelity, robustness and running performance is exceptional. Ellis Clark Railworks has taken a notoriously complex prototype and delivered it with clarity, confidence and craftsmanship. For modellers of BR-era freight, this is not merely filling a gap in the roster; it sets a new benchmark for what high-quality ready-to-run rolling stock can achieve.



TT:120 | 1962 – Present Day | £££ 159.99–214.99

Hornby Class 37



Steven Draper

Class character and detail variations are brilliantly captured in TT:120.



The unmistakable British Rail Class 37, or English Electric Type 3 if you prefer its original name, arrived in the early-1960s and promptly set about becoming one of Britain's most recognisable diesel locomotives. Loud, tough and blessed with a face loved by enthusiasts of all ages, the "Tractor" has enjoyed a life in the spotlight, and like certain veteran bands, they continue to attract fans by thundering around the network on a seemingly never-ending farewell tour.

Now it joins the TT:120 range.

Two versions were supplied for review: a DC example in classic all-over green representing the prototype D6700, and a BR Blue large-logo machine **No.** 37408 with yellow nose fitted with DCC sound. Between them, they cover a good slice of the Class 37 story, and both make a strong first impression.

Visually, Hornby has nailed the stance. The proportions look right, the nose has the correct presence, and there's that unmistakable purposeful glare from the cab windows. Even stationary, the model has authority, with the body sitting well on the bogies. Place it at the head of a train, however modest the layout, and it immediately not only demands a respectable load, but will actually pull it too.

The finish maintains the standard set by previous TT:120 releases. Livery application is sharp and colours have both depth and sheen. Printing is crisp and legible, helping to define the overall finesse. Detail differences between the two versions reflect prototype variations, while the prominent roof fan is visible beneath the grille. Cab glazing is clear, windscreen wipers are neatly rendered, and a glance inside reveals seats and basic cab detail.

At just over 170g, the model feels reassuringly substantial in the hand. There were no quality control concerns with the review samples, and importantly, the balance between fine detail and practical durability has been well judged.

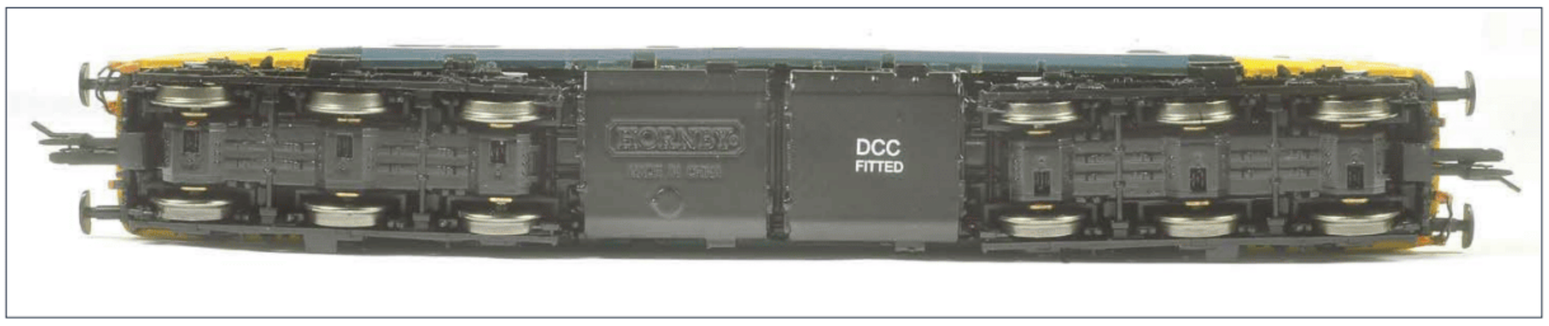




The unmistakable face looks right in both versions.



Body removal is straightforward.



All-wheel power, no traction tyres.



Printing and detail are excellent.

FACTFILE

Model (Review items in bold):
TT3035M BR - Class 37 - 37408 *Loch Rannoch*
TT3036M BR– Class 37 – D6700
TT3037M EWS - Class 37 – 37704
TT3057M BR - Class 37 ‘37086’
Construction: Diecast chassis, plastic body
Weight: 170g
Era: 1962 – Present Day
Price: £159.99 (DC) - £214.99 (DCC Sound-Fitted)
Minimum curves: Radius 2
Accessories: Bufferbeam details, snowplough, body removal tool, etched nameplates

WHAT WE LIKE

- ✓ Livery Application
- ✓ Variation differences
- ✓ Pulling power

Mechanically, the specification is impressive. All 12 wheels are driven from a five-pole skew-wound motor with dual flywheels, and current collection is via wiper pick-ups. The result is smooth, confident performance. The DC model ran very well straight from the box, with controlled slow-speed behaviour and no hesitation.

The DCC example required initial pairing with the Bluetooth controller to set up the profile, but once configured, it comes alive. Sound quality is acceptable for the scale, loud, characterful and reasonably throaty. Multiple horn options and lighting functions add operational interest and volume is also controllable.

Access to the interior to fit DCC later is made easier by using a supplied body removal tool, which gently eases the sides apart, though care is required to unclip the buffer pipework before doing so.

Given the prototype’s longevity, variety and near-universal appeal, the model looks certain to become an entirely appropriate cornerstone to the range, with three initial liveries and more announced for 2026 delivery.

Much like the full-size loco, it feels built to work hard and will create enjoyment whether prowling around the layout, sitting in a siding, or demanding examination on the display shelf.

N GAUGE SOCIETY

Five Great Reasons To

Join The N Gauge Society!



1) Six Full Colour Journals Per Year



Scan the QR code to visit our website!

2) Exclusive Ready-to-run models



3) Meet and chat with other members through an extensive area group network



4) The largest range of rolling stock kits anywhere

5) Free helpline to assist you with all modelling and prototype queries

For an introductory pack giving details of full memberships benefits, plus a free sample Journal, send £3(UK ONLY) to:

NGS, 18 Hendersyde Drive, Kelso, Scotland TD5 7TQ

ngaugesociety.org

Model Railways

KMS RAILTECH

Aberdeenshire

@KMSRAILTECH

- **KMS Railtech: In the Middle of Nowhere but at the Heart of the Hobby**
- Model railway stockists specialising in Peco and DCC Concepts products
- Head outdoors with our wide range of R/C vehicles, or get the kids building with our CaDA construction sets
- For Accurascale to Tamiya and everything in between, including exclusive and limited editions, head to kmsrailtech.co.uk

Unit 6 Donside Ind Park, Donside Road, Alford, AB33 8WD
W3W. ///monorail.fills.glue

01224 45 55 25 • www.kmsrailtech.co.uk

In The Greenwood
LASER

Our Latest Models

BR010 - **Extra Long Single Track Bridge**, Available in N, TT:120 and OO



From £30.25

SB003 - **Large Signal Box** Now available in N, TT:120 and OO



From £14.25

WH001-WH009 **Warehouse** Now available in N, TT:120 and OO



From £24.25

ES008-13 - **Double and Triple Road Northlight Engine Sheds** Available in N, TT:120 and OO



From £24.25

TT-FB004 - **Footbridge** Now available in TT:120



From £16.50

N-FB001- FB006 **Footbridges / Height Kits** Now available in N gauge

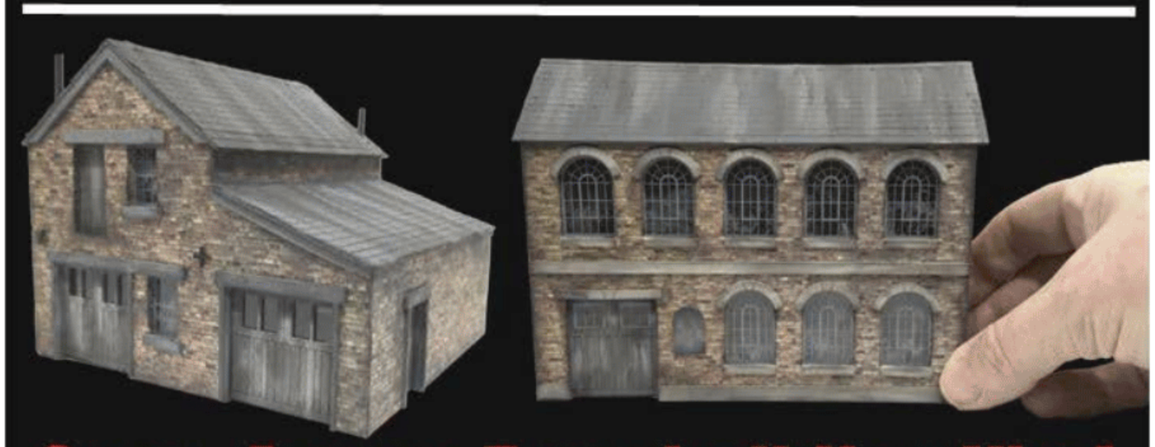


From £9.75

For the full range visit

www.inthegreenwoodlaser.co.uk

PETITE PROPERTIES



2mm, 4mm & 7mm building Kits!



NEW

PORT PIRAN - 10 NEW KITS



01526 320 958

www.petite-properties.com

LIGHT RAILWAY STORES

The online marketplace for narrow gauge, light railway and industrial modelling...



NEW! GWR liveried wagons from the Rapido Trains 009 range exclusively at Light Railway Stores

Custom etched nameplates, number plates and works plates for all scales, configured for your models.



Use code **BRM10** at checkout for 10% off all custom etching!

www.lightrailwaystores.co.uk

PO Box 297, Bexhill-on-Sea, TN40 9HF

Trainsporters
MODEL TRANSPORTATION

The *innovative* solution to storing and transporting your model railway stock

As used by manufacturers:
Accurascale
Bachmann
Cavalex
Dapol
Ellis Clark
Heljan
Hornby
Minerva
Murphy Models
PRMRP
Tower Models



SEE OUR WEBSITE FOR TOUR DATES
TRAINSPORTERS.COM

- Exceptional quality, made in Britain
- We use Really Useful's Boxes
- Ideal for home, clubs, and exhibitions
- Free shipping on 2 or more boxes
- Available for O, On30, OO, HO, TT & N Gauge

Tel: 0333 4040 811

www.trainsporters.com

GET YOUR FREE ALLY PALLY SHOW TICKET - EVERY YEAR AS A GOLD MEMBER!

MEMBER EXCLUSIVE



SAVE £££s THIS MARCH

AS A WORLD OF RAILWAYS GOLD MEMBER YOU'LL RECEIVE:

- A FREE TICKET TO ONE OF OUR SHOWS EVERY YEAR (WORTH UP TO £27.50)
- 13 PRINTED ISSUES OF BRM MAGAZINE AND EVERY ARCHIVED DIGITAL ISSUE SINCE 2007
- EXCLUSIVE VIDEO DEMONSTRATIONS, TRACKPLAN ARCHIVE & COMPETITIONS

SUBSCRIBE TODAY

www.brmm.ag/wormembership

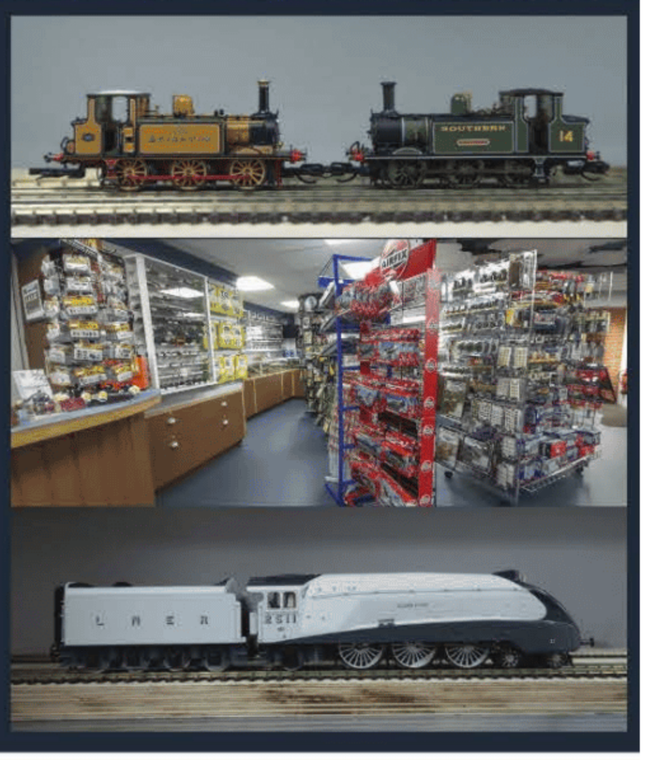


THE BLUEBELL RAILWAY

BLUEBELL GIFTS & MODELS
SHEFFIELD PARK STATION,
UCKFIELD, SUSSEX, TN22 3QL
WWW.BLUEBELL-RAILWAY.COM/SHOP
EMAIL: WWW.RETAIL@BLUEBELL-RAILWAY.COM
01825 720803



- STOCKS ALL MAJOR MODEL RAILWAY BRANDS
- REGULAR SPECIAL OFFERS AVAILABLE BOTH ONLINE AND IN STORE WITH SELECTED ITEMS
- WIDE RANGE OF MODELLING SCALES/ ACCESSORIES AVAILABLE IN OUR STORE AND ONLINE
- FREE CAR PARKING AT SHEFFIELD PARK
- FRIENDLY AND DEDICATED STAFF ON HAND TO ASSIST YOU WHEN YOU VISIT/BUY



HORNBY · MODELU · BACHMANN BRANCHLINE · GRAHAM FARISH by BACHMANN · PECO · GAUGEMASTER · RailMatch Authentic Colour · WOODLAND SCENICS

The modellers choice since 1950

FRIZINGHALL
MODELS & RAILWAYS

01274 747447 • shop@fmrdirect.co.uk
8a Sapper Jordan Rossi Park, Otley Road,
Baildon, West Yorkshire BD17 7AX

We stock an extensive range of locomotives and rolling stock in most gauges from all leading manufacturers. A wide selection of track, scenics, plastic kits, tools, paints, pre-owned railway items, die-cast vehicles and much more

See More at
WWW.MODELRAILSHOP.CO.UK

Opening Hours: Monday to Saturday 10am – 4.30pm

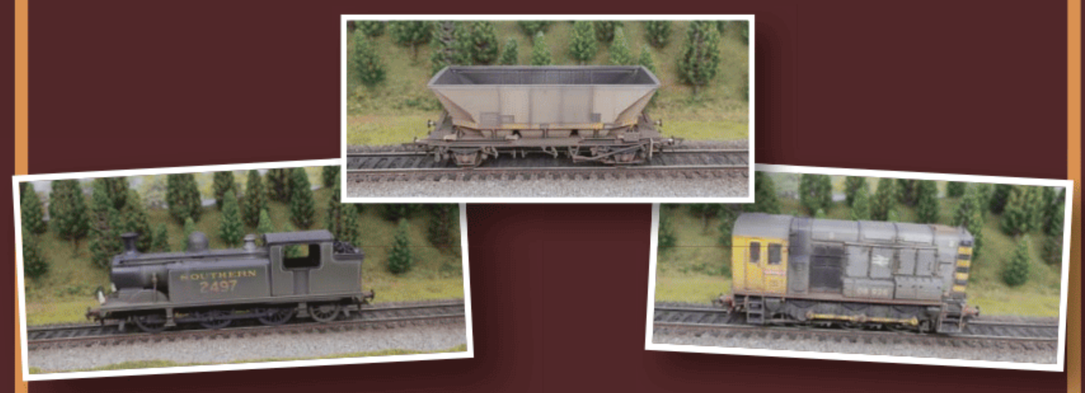
W M COLLECTABLES

FOR QUALITY COLLECTABLE AND PRE-OWNED MODEL RAILWAY ITEMS IN MOST GAUGES. LOTS OF READY TO RUN, KIT-BUILT AND KITS AVAILABLE ON THE WEBSITE WITH MUCH MORE STILL TO COME.

T: 01444 413723
E: andrew@wmcollectables.co.uk
www.wmcollectables.co.uk

GC WEATHERING

"Its the little things we do"



With over 35 years experience of Airbrush Artwork.
We are a model locomotive weathering service with a difference.

OO gauge bespoke custom weathering packages starting at £30, Re-numbering services starting at £15, Re-naming & Re-numbering package starting at £35, Faded paintwork for that tired loco effect starting at £10, Detail packs fitted FOC, Steam engine coal load FOC.

Also with our custom weathering packages you can choose any of our pick n mix options to individualise each of your models. We have over 20 different options to choose from inc greasy buffers, rusty exhaust, water overspill, smoke box ash and plenty more!!!!

Our new website is now live with testimonials, galleries, customer layouts and online shop

Tel: 01279 817433
Email: workshop@gclocoweathering.co.uk
www.gclocoweathering.co.uk

MODELS TRAINS & ACCESSORIES
WE SELL ALL MAKES, MODELS & ACCESSORIES

RAILWAY CONDUCTOR

Also Diecast - Radio Controlled - Model Kits - Paints

T: 01327 439736 • 07961 757094 • 07443 578280
E: mainline@therailwayconductor.co.uk
www.therailwayconductor.co.uk
Unit 2, The Old Dairy Craft Centre, Upper Stowe,
Nr Weedon off A5, Northamptonshire NN7 4SH

SHOP OPEN 7 DAYS A WEEK
Mon-Fri 9.30am - 4pm, Sat 9.30am - 5pm & Sun 10am - 4pm
Out of hours please drop us an email, or call mobile
Order online at
www.therailwayconductor.co.uk

HORNBY PECO BACHMANN GRAHAM FARISH by BACHMANN DAPOL GAUGEMASTER AIRFIX OXFORD RAIL TAMIYA BUSCH GOLDEN VALLEY HOBBIES HH kibri METCALFE celebrating 30 years WOODLAND SCENICS

NEW OO, N, TT:120 & O GAUGE
A good selection of pre-owned for sale - top prices paid for pre-owned, be it a single item or a collection

We do repairs, Servicing & DCC Fitting.
We also build layouts to your specifications.

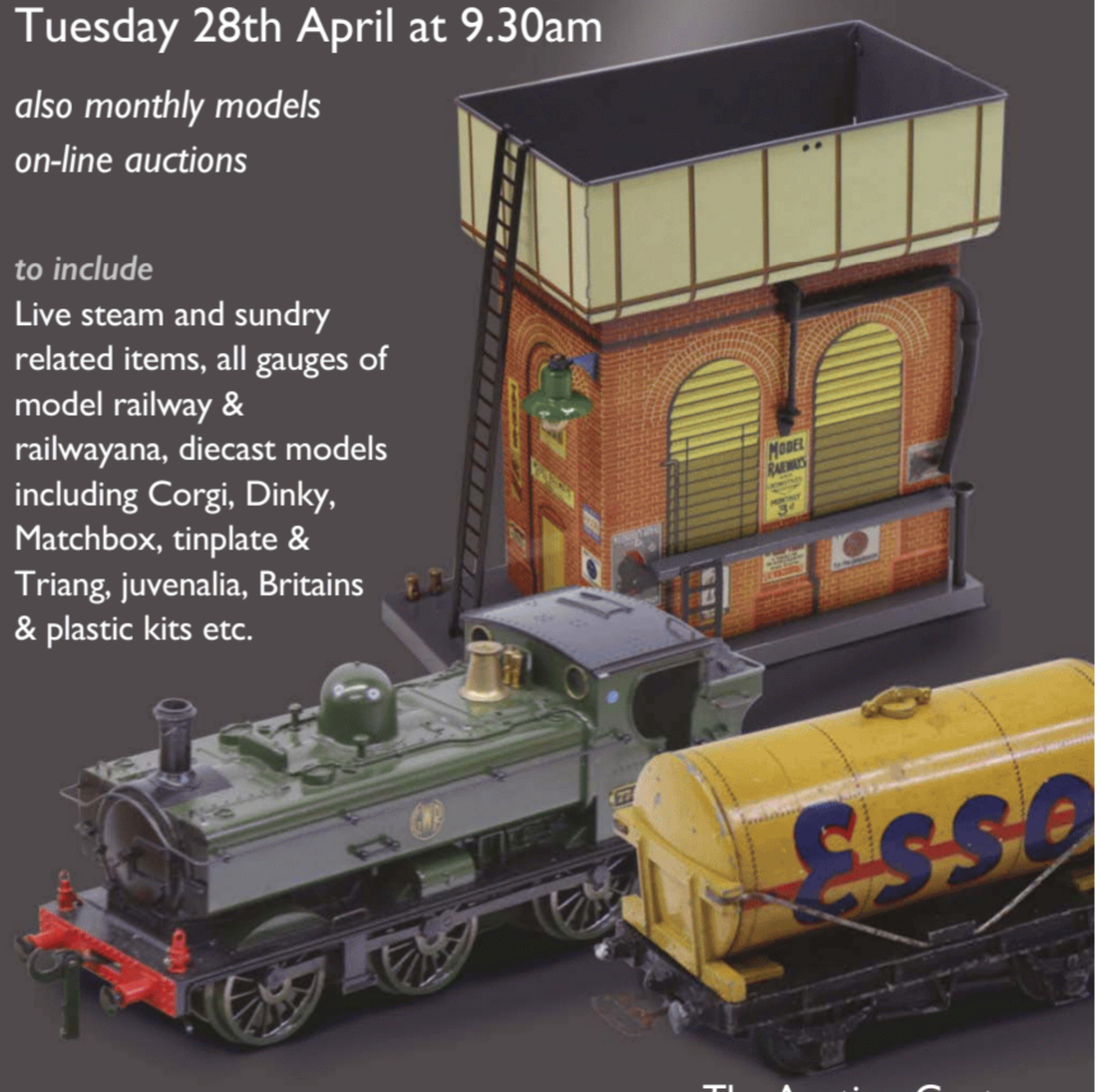
TOYS & COLLECTORS' MODELS

LACY SCOTT & KNIGHT
est. 1869

Tuesday 28th April at 9.30am

also monthly models
on-line auctions

to include
Live steam and sundry related items, all gauges of model railway & railwayana, diecast models including Corgi, Dinky, Matchbox, tinplate & Triang, juvenalia, Britains & plastic kits etc.



The Auction Centre
10 Risbygate Street | Bury St Edmunds | IP33 3AA
e oleggett@lsk.co.uk t 01284 748628
www.lskauctioncentre.co.uk



DREAM STEAM

WE STOCK EVERYTHING YOU NEED FOR YOUR MODEL RAILWAY

Find us at
Unit 9 Lake Road
Aylesford ME20 7TQ
KENT
Open Monday - Friday
10am - 4.30pm
Saturday 10am- 1pm
0800 022 4473
www.dreamsteam.co.uk

Rapido | Hornby | PECO | Metcalfe | Bachmann | Gaugemaster

MARCWAY POINTWORK

PROFESSIONAL

Est. 61 years

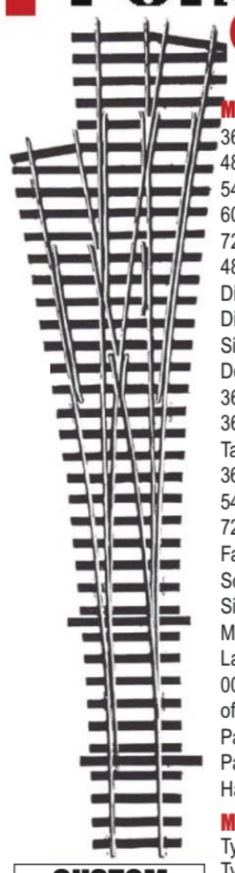
RENOWN FOR QUALITY

UNRIVALLED EXPERTISE IN TRACK AND POINTWORK

Ranges available in gauges 1, 0, SM32, 00, EM, H0 0-16.5.
All are ready to run and spray finished. SAE or phone for leaflet

01709 542951

www.marcway.co.uk



Marcway 00 or EM Pointwork

36" Radius Point Left or Right Hand £36.00
48" Radius Point Left or Right Hand £36.00
54" Radius Point Left or Right Hand £37.50
60" Radius Point Left or Right Hand £38.50
72" Radius Point Left or Right Hand £42.50
48" Radius D/Junction with Curvature Through Diamond Left or Right Hand £295.00
Diamond Crossing 48" £75.00
Single Slip Point 48" £115.00
Double Slip Point 48" £135.00
36" or 72" Radius Wye Point £36.00
36" or 54" Radius 3 Way Point (Offset) £130.00
Tandem 3 Way Point Left or Right Hand ... £132.00
36"/28" Radius Curved Point Left or R/Hand. £69.00
54"/36" Radius Curved Point Left or R/Hand. £69.00
72"/48" Radius Curved Point Left or R/Hand. £66.00
Facing (R/Hand) Trailing (L/Hand) Crossover. £120.00
Scissors Crossover 48" Radius £355.00
Single Track Branch Line meeting Double Track Mainline Formation
Layout Planner full size Rail Prints of Range £6.80
00 or EM Gauge SMP Marcway Flexible Track Box of 10 yards £59.50
Pack of 24 nickel rail joiners ..... 24 ..... £4.95
Pack of 12 Insulated fishplates ..... 12 ..... £4.95
Hand Point Lever with built in overspring £4.95

Marcway Flexible Tracks

Type 0 Gauge 0 code 125BH N.Silver 10 yds £89.50
Type J Gauge 00 75BH N.Silver 10 yards £59.50
Type K Gauge 00 75BH P/Bronze 10 yds £59.50
Types - EM Gauge 75BH NS or PB 10yds £59.50
Types - P4 Gauge 18.88 or 19.33 - NS or PB £62.50

POSTAGE EXTRA

Marcway PCB Sleeper Strip

12mm Wide x 1.6mm Thick 1/16 10 x 18" Lengths. £25.00
9mm Wide x 1.6mm Thick 1/16 10 x 18" Lengths.. £23.50
9mm as above in press out of 16 x 18" Lengths £37.50
7mm Wide x 1.6mm Thick 1/16 10 x 18" lengths ... £20.50
7mm as above in press out 18 x 18" Lengths £36.90
6mm Wide x 1.6mm Thick 1/16 10 x 18" Lengths.. £20.50
6mm as above in press outl 20 x 18" lengths £41.00
5mm Wide x 1.6mm Thick 1/16 10 x 18" Lengths.. £20.50
5mm as above in press out 18 x 18" Lengths £36.90
4mm Wide x 1.6mm Thick 1/16 15 x 12" Lengths.. £18.50
4mm as above in press out 25 x 12" Lengths £30.80
3mm Wide x 1.6mm Thick 15 x 12" Lengths..... £18.50
3mm as above in press out 25 x 12" Lengths £30.80
2.5mm Wide x 1.6mm Thick 25 x 12" Lengths..... £30.80
2mm Wide x 1 mm Thick press out 26 x 6" 13ft..... £16.50
4mm Wide x 1.2mm Thick 15 x 12" lengths 15 ft..... £18.50
4mm as above in pres out 25 x 12" Lengths..... £30.80
3mm Wide x 1.2mm Thick 25 x 12" Lengths..... £30.80
3mm wide x 1mm Thick 25 x 12" lengths...25 feet. £30.80
2.5mm Wide x 1mm Thick 25x 12"lengths .25 feet. £30.80
100 x 00 lazer cut sleepers ..... 100 ..... £16.50
100 x EM Lazer cut sleepers ..... 100 ..... £16.50
50 x 0 Gauge L/Cut Sleepers ..... 50 ..... £16.50

SHOP CLOSED FROM 24TH MARCH TO 3RD APRIL FOR STOCKTAKING AND MAINTENANCE BUT IS OPEN ON SATURDAY 28TH MARCH 11AM - 3PM
(Mail Order is unaffected by the above. Phone 01709 542951 to order or enquire Mon-Fri)

CUSTOM POINTWORK MARC

MARCWAY SCALE MODELS

SHOP ☎0114 2449170
OPEN 10.30-3.30 CLOSED WEDNESDAY

PECO - BACHMANN - FARISH - OXFORD - GAUGEMASTER - METCALFE - DAPOL

We carry a wide selection of Paints, Glues, Brushes, Modelling Tools, Airbrushes, Compressors, Balsa Wood, Modelling Materials, Plastics, Metal & Wood Section & Sheet, foam board, cork sheet - brick and stone papers. **Vast selection of construction kits, die-cast, scalextric, model rail and buses.**

everything for the modeller



Marcway Products All orders, technical or quotes phone 01709 542951 (Marc) Monday - Friday.
Difficulty contacting, ring. SHOP is open 10.30 - 3.30 closed Wednesdays.

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

LEAFLET - CRAFTSMAN BUI

GAUGES 1,0 (Fine & Coarse Scales SM32, 00, EM,

PROVIDED BY

Covea Insurance

magnet™ INSURANCE



DON'T GET SHUNTED

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

FROM £80.80* PER ANNUM

*Based on sum insured of £12,000

WE OFFER INSURANCE DESIGNED SPECIFICALLY FOR MODEL AND GARDEN RAILWAY ENTHUSIASTS.

Covering accidental damage and loss at home — including during transit and at exhibitions anywhere in the UK.

TO GET A QUOTE PLEASE VISIT WWW.MODELRAILWAYINSURANCE.CO.UK OR CALL DIRECT ON 01636 858249

magnet™

Magnet Insurance Services Ltd
Newark Beacon, Cafferata Way, Newark, NG24 2TN
Authorised and regulated by the Finacial Conduct Authority

01636 858249
www.modelrailwayinsurance.co.uk

Peter's Spares

MODEL RAILWAYS LTD

EST 2009

Mail order and repairs specialists



- New & Used Hornby Spare Parts
- Our own spare parts made in China
- Locomotives and Rolling Stock
- Plastic Kits, Paints, Tools & Glues
- Digital Decoders & Controllers
- Locomotive Detailing parts
- Mega Steam Smoke Fluid
- Tracks & Train Sets
- We have it all at Peters Spares

NEED HORNBY SPARES?

Talk to Peter's Spares Over 4000 Different Hornby and Dapol Spares in Stock. Pre-Order Your Accurascale, Bachmann, Dapol, EFE Rail, Graham Farish, Hornby & Rapido Trains With Us

Over 14,000 different items in stock

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics and much more!

HORNBY

BACHMANN BRANCH-LINE

NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 – Servicing, Repairs & DCC Decoder Fitting
2J Brighouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT

PECO
GRAHAM FARISH by BACHMANN
dapol

Tel: 01642 909794
Open Mon-Sat 10am-5pm
Web: www.petersspares.com
Email: sales@petersspares.com

HELJAN
GAUGEMASTER

YouChoos DCC Sound

next generation digital sound



immersive Drive only from YouChoos

bring your imagination to life

NEW RailRunner

Layouts
Locomotives
Accessories
Track Plans
Programming



Z21
ECoS
PIKO Smart
XpressNet
LocoNet
WiThrottle
DigiKeijs
YaMoRC
PiSPROG
DCC-EX

Available on the App Store

Available on Google Play

Universal Mobile WiFi Throttle

01380 530530
www.YouChoos.co.uk info@youchoos.co.uk

CAMBRIAN *4mm Wagon Kits*



C33 LBSC/SR 5 Plank Open
£11.10 (delivery £3.00)



C98 SECR/SR 10 ton Van (D1344)
£12.00 (delivery £3.00)

18 other SR/pre-grouping wagon kits available. Most have matching SR era transfer sets

Brass, Nickel Silver, Phosphor Bronze & Soft Iron Straight Wire
Micro Brass Section, Flat, L,T,U etc and Thin Strip (Br/NS/PB)

If you used to buy from Eileen's Emporium we have their stock and will replace it when required

Over 100 more kits available from Pre-Grouping to 1990's. Also Gibson Wheels in OO, EM, P4/S4 and Bachmann Couplings
See the website for details or send C5 SAE for list. Worldwide delivery with no VAT added

16mm Narrow Gauge Components are also available
cambrianmodelrail.co.uk cmr@cambrianmodelrail.co.uk
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

C&L FINESCALE
TRACK BUILDING SYSTEMS



Visit our website to view our full range of products
01372 458604 www.clfinescale.co.uk
Et Cetera, 208 Barnet Wood Lane, Ashtead, Surrey KT21 2DB
Office hours Mon to Fri 10.30am to 16.00pm

Crafty Hobbies have moved!



You can find us at 41 Cavendish Street, Barrow, LA14 1SF. Just across from our old shop.

With more space, we have an exciting list of workshops & demonstrations planned.

www.craftyhobbies.co.uk
Open 10am - 5pm
Closed Thursdays and Sundays

AGR MODEL RAILWAY STORE

Family Run Business

Buying Pre-owned Collections & Un-wanted Models

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a FREE valuation!

Visit our eBay shop & like us on Facebook
ebay Find us on

9 High Street Mews • 28 High Street
Leighton Buzzard, Beds LU7 1EA
Mon closed (seen by appointment)
Tues-Sat 10am-3pm • Sun closed
01525 854788
www.agrmodelrailwaystore.co.uk
sales@agrmodelrailwaystore.co.uk

Come and see us at:
High Wycombe – **MRX Exhibition, High Wycombe HP12 4PZ – 11th April**
Model World Live – **Birmingham NEC – 25th / 26th April 2026**
SWHMRS – **Queens School Bushey, Wadford WD23 2TY – 9th May**









ECR East Coast Railway
www.gscale.co.uk

We buy and sell used items, offering good prices for second hand items or complete collections.

PLASTIC & METAL G SCALE 45MM OUTDOOR TRACK AVAILABLE

Tel: 07748008108

THE BEST VALUE G SCALE 45MM GAUGE SPECIALIST & PIKO RETAILER

PIKO

THE MODEL TRAIN CENTRE

Hornby - Bachmann - Graham Farish - Metcalfe
Peco - DCC Concepts Dealer

OPEN Monday - Saturday 9am - 5pm • Sunday 10am - 4pm

The Model Train Centre
CLARKS HOME & GARDEN
2 Roughlee Street, Barrowford, Lancs, BB9 8TZ
CALL: 01282 601488

Shady Lane Models Model Railways

☎ 01237 238872
shadylane@live.co.uk
www.shadylanemodels.co.uk

Retailers of Bachmann, Hornby, Peco,
& many other main manufacturers including
Scalextric, Airfix, Woodland scenics.

New & pre-owned stock

Open Monday, Wednesday, Thursday & Saturday 10am to 4pm
11 Grenville st, Bideford, Devon, EX39 2EA

GMC Kents No.1 Model Shop

Gravesend Models, Railways & Diecast Centre

We buy and sell:
Diecast • Model Kits
Railway • Wargames



www.gravesendmodelcentre.co.uk
gravesendmodelcentre@gmail.com • 01474 536531
Opening Times Monday to Saturday 09:30 - 16.30
Gravesend Model Centre, 15 High Street, Gravesend, Kent DA110BQ



Stockists of

Circuitron, Tam Valley, DCC Specialities, DCC Concepts, Digitrax, ESU, Gaugemaster, LDT, Lenz, Roco, RR-Cirkits, Sprog DCC, NCE, Zimo, Digikeijs, Train-o-Matic, NixTrains, Soundtraxx, Train Tech. Plus Many More!

Friendly advice, support and installation services

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.

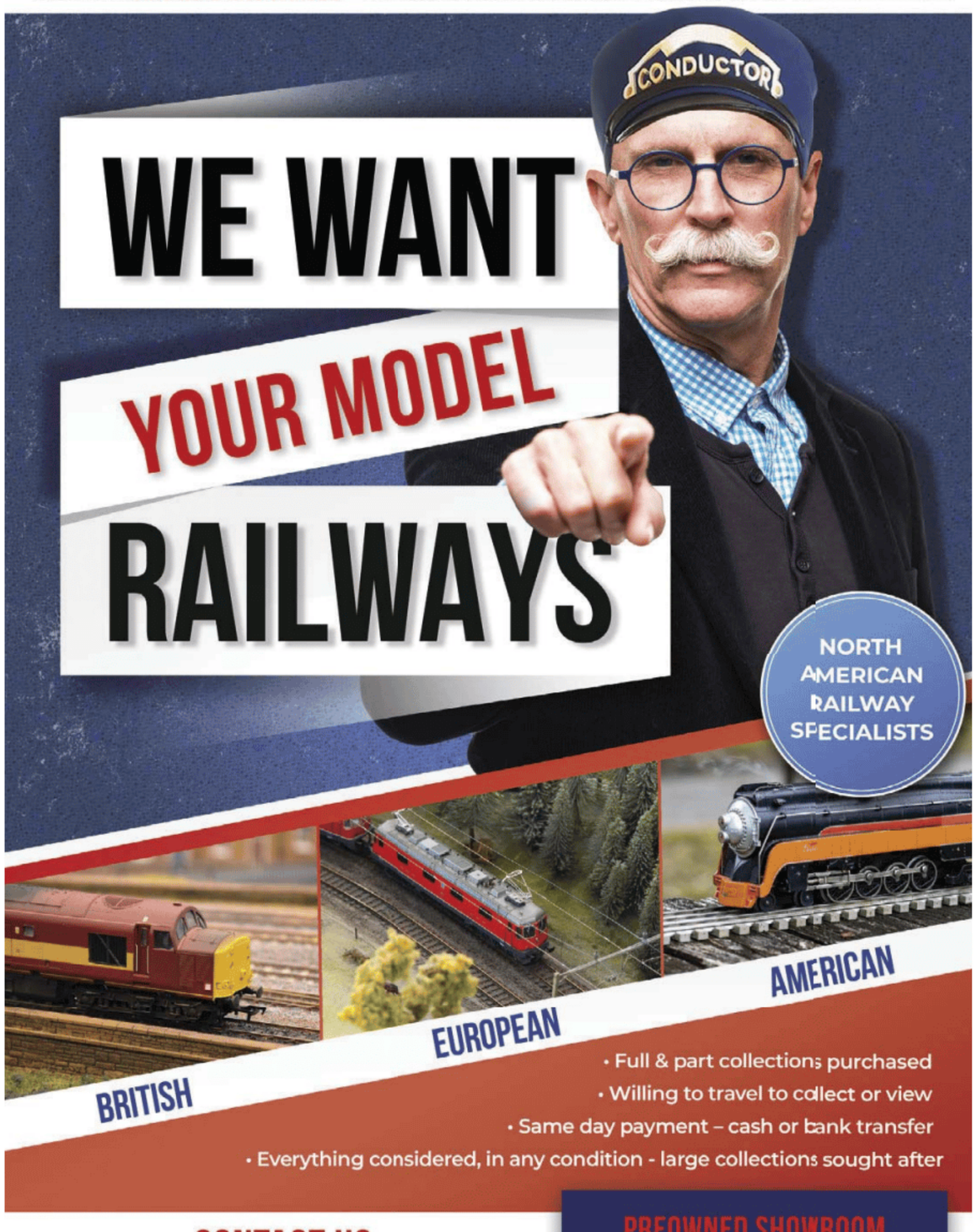
Coastal DCC

Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

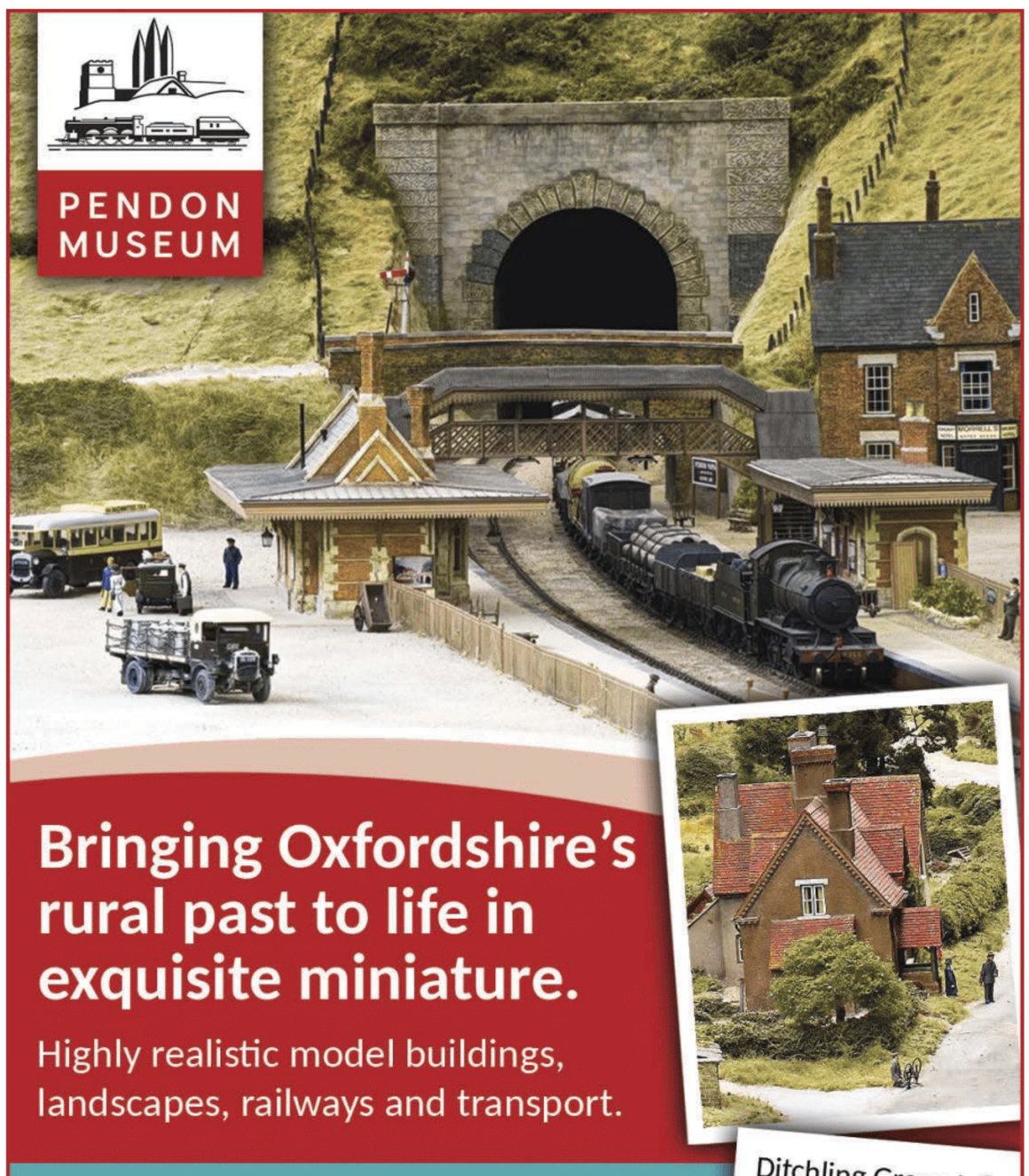
SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!



CONTACT US

01302 371623 / 07526 768178
anoraksanonymous@googlemail.com

PREOWNED SHOWROOM NOW OPEN!
See website for details
www.anoraksanonymous.net



Bringing Oxfordshire's rural past to life in exquisite miniature.

Highly realistic model buildings, landscapes, railways and transport.

'Ditchling Green' visits Pendon!
See this iconic restored model running 18th & 19th April 2026

Ditchling Green Info:

pendonmuseum.com
Long Wittenham, Abingdon, OX14 4QD



All major brands stocked plus ever changing range of quality pre-owned items. Full range of scenic materials
Shop open Monday to Saturday 10.00 - 4.30
Tel: 0 29 2066 7225
Lord & Butler Model Railways, The Old Warehouse
(Next to Pumping Station), Penarth Road, Cardiff, CF11 8TT
www.lordandbutler.com



www.buggleskellystation.com
Unique comedy cameos, 3D printed models and railway themed merchandise.

Buxton Railworks

USED MODELS WANTED
CASH OR EXCHANGE

New and Pre-owned model railways in N to O Gauge

Your Local Model Railway Shop – In the Heart of the High Peak

Tel: 01298 463613
www.buxtonrailworks.com

ABSOLUTE ASPECTS
Specialists In Model Signals

Introducing Three-state Banner Repeaters, new to our extensive range of colour light signals.

Visit our new website for more information.

Order via our website and get 10% off with the code BRM26



www.absoluteaspects.com

TONYS TRAINS

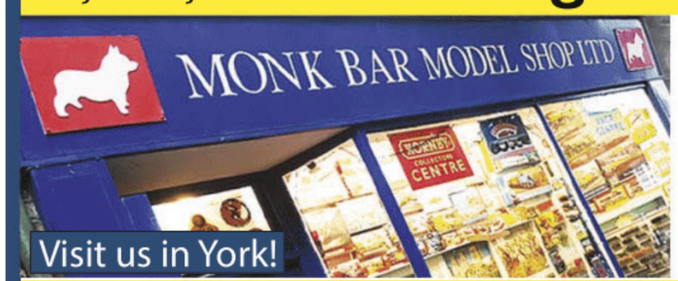
Open: Monday to Saturday 10am - 5pm (4pm on Saturdays)
Tel: 01788 543442 Email: tonystrains@outlook.com
www.tonystrainsofrugby.com
Studio 4, The Locks, Hillmorton, Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID
PLEASE CALL TO ARRANGE A VALUATION



MonkBar Model Shop
Established in 1963

2 Goodramgate
York - YO1 7LQ
01904 659423
info@monkbarmodelshop.co.uk

O,00, TT & N Gauge Model Railways



Open
Monday - Saturday
9am - 5pm

Find us by Monk Bar
2 minute walk
from York Minster

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast, Rapido, Accurascale and more

monkbarmodelshop.co.uk

TOWNSTREET

OO



Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

From the Stonecast range that brings realism to your layout

TOWNSTREET,
6 KIRKHILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ
See our new extended website!
www.townstreetuk.co.uk
MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

NEW - 6 Road Engine Shed **£99.50**
Stand Alone Engine Shed Office **£39.00**
As Above But Without 1 Wall For Side Office **£25.00**

KS MODELS
At the heart of model making

Hertfordshire's Leading Model Railway Specialist

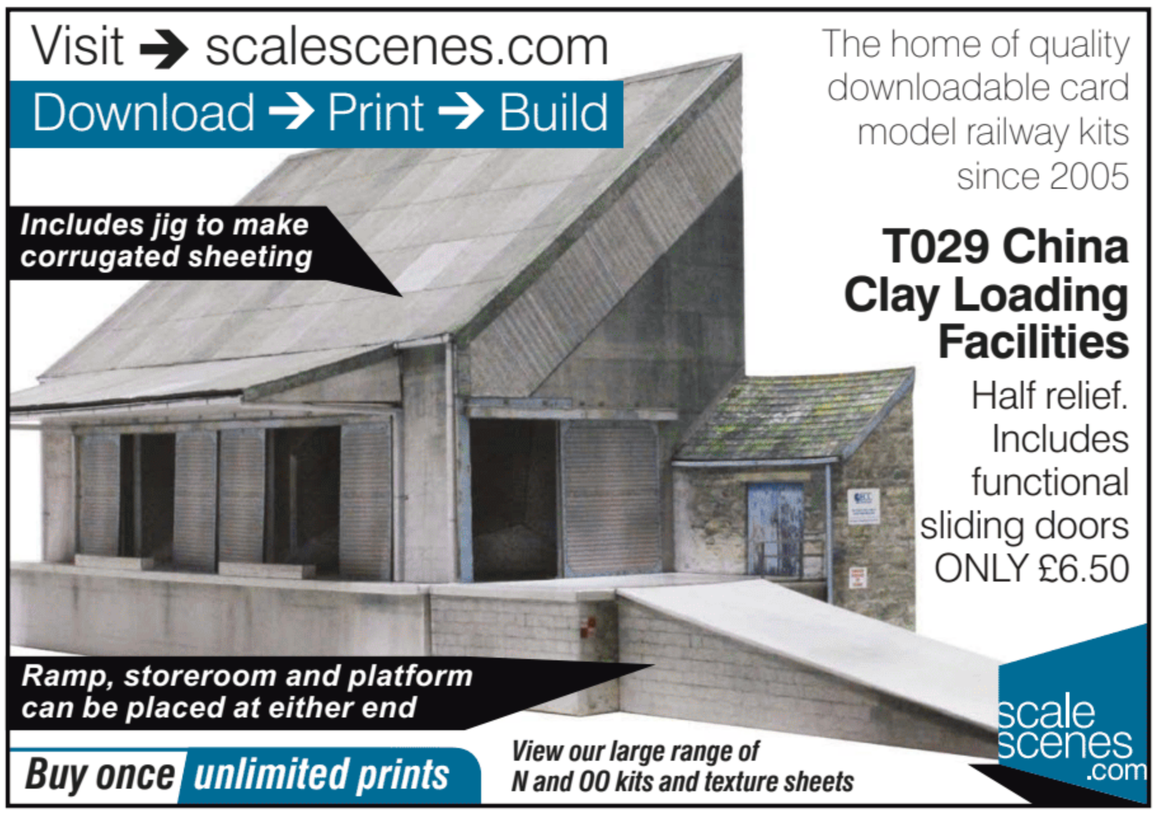
SALE!
30 Years in Stevenage

Visit our NEW website to
BUY ONLINE
www.ks-models.co.uk

Visit ➔ scalescenes.com
Download ➔ Print ➔ Build

The home of quality downloadable card model railway kits since 2005

Includes jig to make corrugated sheeting



T029 China Clay Loading Facilities
Half relief. Includes functional sliding doors ONLY £6.50

Ramp, storeroom and platform can be placed at either end

Buy once unlimited prints

View our large range of N and OO kits and texture sheets

scale scenes .com



DESPERATION CONTEMPLATION GRATIFICATION

Get your retail therapy at

C&M Models

1 Crosby Street, Carlisle CA1 1DQ Tel: 01228 514689
Web: https://candmmodels.co.uk E-mail: sales@candmmodels.co.uk
Opening Hours: Tuesday to Saturday, 10a.m. to 4.30p.m.

MAD ABOUT TRAINS OF GAINSBOROUGH (K&M MODELS)



For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway Modeling from track pins to finished layouts. DCC Specialist, repairs, weathering etc undertaken in our own workshop. Hornby, Bachmann, Peco Gaugemaster, Dapol and Knightwing stockists. Large range of scenic materials We are always looking for second hand collections. Just give us a call or come and visit our shop.

Tel: 01427 811040
Mobile 07858612716
106 Trinity Street, Gainsborough DN21 1HS
e-mail: sales@madabouttrains.co.uk
www.madabouttrains.co.uk

www.YorkModelrail.com Online Shop

We manufacture a wide range of laser-cut scenery detailing and architectural components; helping you build your railway layouts.



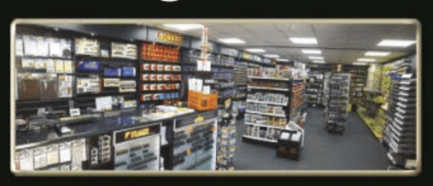
Online shop categories for **N, TT, 00** and **0,** plus tools and materials
We also have a bespoke service enabling re-sizing; catering for **ALL SCALES**

York Modelmaking 01904 400358 laser@yorkmodelmaking.com
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

MODEL RAILWAY SOLUTIONS

Established 2010

Dorset's Largest Modelling Centre!



- All well known brands stocked.
- Free on-site parking.
- Gift cards available.
- See website for our Modular Baseboard & Helix systems.
- We also purchase any unwanted railway items or collections.

NOCH ... wie im Original | PECO | BACHMANN | KATO | GAUGEMASTER | HORNBY

Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068
www.modelrailwaysolutions.co.uk
Email: shop@modelrailwaysolutions.co.uk

Trains4U.com

27 St. David's Square, Fengate, Peterborough, PE1 5QA Tel: 01733 895989

CAVALEX Models OO Class 60 "Super 60"

DCC Ready £194.95
DCC Sound £294.95



KRModels
Bullied Leader
DCC Ready £184.95
DCC Sound £284.95

Open Tue - Sat 10:00-5:00, Sun 10:30–3:30, closed Mon
e-mail: info@Trains4U.com Follow us on:

Possibly Hampshire's Largest Stockist of Model Railways, Diecast, Books, Magazines, Scalextric and much more...

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, EFE Rail, Graham Farish, Heljan, Oxford Rail, Peco, Dapol, Ratio, Wills, Superquick, Metcalfe, Gaugemaster, Parkside, Railmatch, Rapido, Woodland Scenics, and many, many more.

DCC equipment from Zimo, DCC Concepts, ESU, Gaugemaster, Hornby and Bachmann. Sound decoders from ESU (South West Digital) & Zimo (Youchoose sound files).

Also stockists of Die cast models including: EFE, Oxford Die-Cast, Base Toys & Classix.

Modelling materials & tools including: Vallejo, AK & MIG

accurascale OFFICIAL STOCKIST | ZIMO

Wide selection of Books, DVD's & Magazines



Monday: Closed
Tuesday to Saturday: 9.30am to 5.00pm
Sunday : see website / call
Tel: 01420 542244
sales@altonmodelcentre.co.uk
altonmodelcentre.co.uk
7a Normandy Street, Alton

ISINGLASS

Isinglass-Models.co.uk



GNR Diag 316 TPO (c) Frank Harris 2025

Carriage kits. 3d Printing and scale drawings

4mm: Thompson 52'4" non corridor stock, diags 338,339,340, 360, 361
N Gauge: GNR Milk Brake diagrams 309/310, Thompson non corridor stock in progress

23 Oak Tree Road, Thatcham. Berks. RG19 4QP
andy@isinglass-models.co.uk 01635 925627

RON LINES

Large stocks of pre-owned railways, a selection of which is on our website.

We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools, Electrical components & much more.

We also purchase your unwanted railways, whether it's a single item or collection anything considered.

Whether you're a novice or an expert we are always happy to help! So why not visit us today or give us a ring!

Tel: 02380 772 681 www.ronlines.com
342 Shirley Road, Southampton, SO15 3HJ
Open Mon - Sat 11AM - 4PM

All Figures are supplied unpainted



Pensioners on Mobility Scooters (x2) Available in N, TT, OO and O Scale from £4.99



Steam Locomotive Crew Available in N, TT, OO and O Scale from £4.99



Young Wizards in Robes Available in N, TT, OO and O Scale from £5.49



1960s Pedestrians Available in N, TT, OO and O Scale from £5.49

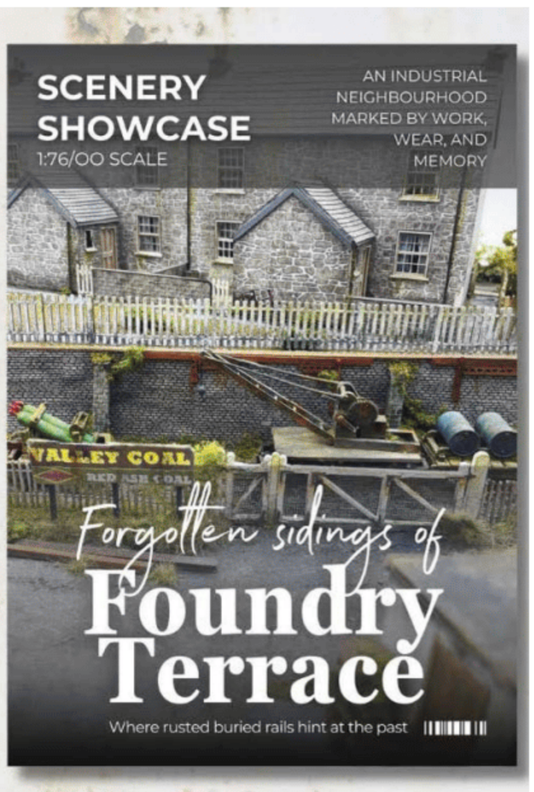
WWW.SMARTMODELS.CO.UK
Smart Models, Unit 302, Jarrow Business Centre, Rolling Mill Road, Jarrow, Tyne & Wear NE32 3DT
Tel:- 0191 4283307 Email:- info@smartmodels.co.uk

FREE eBook

"OO Scale Inspiration"

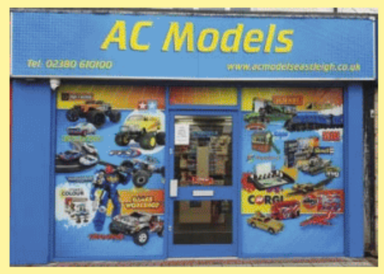
Download yours:
www.myrm.club/BRMFT

Brought to you by scalemodelscenery



AC Models

Tel: 02380 610100
www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Plastic Kits, Diecast etc. Visit our shop for all your modelling needs.
New floor now open with R/C, Games Workshop and Scalextric. **See website www.acmodelseastleigh.co.uk** for opening times **Gift vouchers available**

Find us on eBay acmodels2 and Amazon acmodelseastleigh

9 High Street, Eastleigh, Hants, SO50 5LF
email: info@acmodelseastleigh.co.uk

PLASTICS • METALS • SCENICS

OO & N Scale • Peco - Hornby
Bachmann • Metcalfe
Wills • Ratio • Dapol



SPORTS MODEL SHOP

www.sportsandmodelshop.co.uk
66 High Street, Dingwall, IV15 9RY | Based in the Highlands | Phone: 01349 862346

Severn Models

Fine Kits of Buildings & Miniature Detailing



Kits for N, OO & O layouts
See the website for a painting guide
Severn Models, PO Box 785, Broseley, TF7 9FT, UK.
www.SevernModels.com

Fylde 3D Designs

info@fylde3ddesigns.co.uk
07874 600 547
www.fylde3ddesigns.co.uk

BRANCHLINES

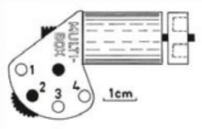
KITS AND ACCESSORIES




Please phone, write (SSAE + £1 in stamps) or e-mail for catalogues covering our range of loco, chassis, coach kits in 4mm scale standard gauge, 4 and 7mm scale narrow gauge, and part coach kits in 7mm scale standard gauge.




MOTORS AND GEARBOXES



Also our catalogue covering the motors we stock (Mashima, Hanazono and Canon), Tenshodo motor bogies, our extensive range of one and two stage gearboxes, flywheels, bearings, drive shafts, wheels, etc.

P.O. BOX 4293, WESTBURY, BA13 9AA
Tel/Fax: 01373 822231 sales@branchlines.com

P & D MARSH MODELS

PAINTED OO GAUGE

PDZ07 Postman, bike & boxes	£10.50
PDZ19 Steam loco crew (2)	£10.85
PDZ42 Newspaper seller	£8.95
PDZ56 Depot workers (4)	£10.85
PDZ103 1950 motorbike/rider	£9.25

PAINTED N GAUGE

PDX48 Steam loco crew (2)	£9.95
PDX52 Bikes (4)	£9.75
PDX67 Window cleaners/ladder (2)	£9.95
PDX87 K6 Telephone box	£7.50
PDX361 Ground signals (5)	£9.50

AVAILABLE FROM ALL GOOD MODEL SHOPS. DISTRIBUTED BY EXPO TOOLS & DRILLS
WWW.PDMARSHMODELS.COM
07730 202270

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS BOUGHT & SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, HD1 4UJ
Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

JACKSONS MODELS & RAILWAYS



Hornby, Bachmann, Graham Farish
Peco, Oxford, Woodland Scenics
and many more...

Visit our new website for the full range
www.jacksonsmodels.co.uk

33 New Street Wigton CA7 9AL
Trucks · Cars · Kits · Planes · Toy Soldiers · Railways · Hobby/Craft
016973 42557 info@jacksonsmodels.co.uk find us

THE HOBBY GOBLIN

STOKE-ON-TRENT
54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU
Please check our website for our 'Special Commission' 7-plank wagons, based around 'Stoke-on-Trent' in 0, 00 & N gauges

- Hornby • Bachmann
- Peco • Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue, Weds, Fri 10-4; Thurs 10-12; Sat 10-1
T: 07973 478294
E: thehobbygoblin-uk@hotmail.com
www.thehobbygoblin.co.uk

CDC Design



LNER/BR Gresley Push-Pull Driving Carriages
RTR from £58.00
www.cdcmodels.weebly.com

www.Topp Trains.co.uk

Shop for model railway enthusiasts
OPEN 10am - 4pm
CLOSED Weds & Sunday
Free Parking
Wide range of stock from all your favourite suppliers as well as quality used bargains. Professional, friendly advice from fellow enthusiasts.
Call us or see our Facebook page for details.
28 Marston Road, Stafford, ST16 3BS
Tel: 01785 247883

RHUDDLAN MODELS

- Model Railways
- Games Workshop
- Die Cast Models
  Corgi - Dinky - Matchbox
- Plastic Kits
  Airfix - Revel - Etc

NEW AND USED ITEMS BOUGHT AND SOLD

HIGH ST, RHUDDLAN.
01745 590048
www.rhuddlanmodels.co.uk

SAVE MONEY when you subscribe to BRM

www.brmm.ag/brmdigitalsub

DEREKS TRANSPORT BOOKS

All transport subjects covered.
Over 10,500 books in stock online
www.derekstransportbooks.com
Based in the New Forest | Est. 1995
Railways | Buses | Shipping | Commercial Aviation | Canals | Motoring | Trams

RAINTON TOY, TRAIN & SCI-FI FAIR

Sunday 29th March 2026

Sunderland Live Arena, Mercantile Road,
Houghton-Le-Spring DH4 5PH

Open 10.30am - 3pm • Adult £4, Senior/U16 £3, Family £10

• A friendly atmosphere • 200+ tables
• Catering & Bar • Free on-site Parking

Contact 07504 035955 northerntoyfairs@hotmail.com
www.northerntoyfairs.com

TOY & TRAIN FAIR

Sunday 19th April 2026

Musselburgh Sports Centre, Newbigging
EH21 7AS - 7 miles from Edinburgh -

Open 10.30am - 3pm
Free Parking on site as well as adjourning grammar school Cafe on site

Contact 07504 035955 northerntoyfairs@hotmail.com
www.northerntoyfairs.com

BRESSINGHAM
WWW.BRESSINGHAM.CO.UK

O GAUGE MODEL RAILWAY SHOW

at Bressingham Steam Museum

SUNDAY 19TH APRIL 2026



Entry to Model Rail Exhibition, Museum and Gardens
£10.75
Open 10:30am - 5pm

For more information please visit www.bressingham.co.uk

NEW FAIR FOR YORKSHIRE

HARROGATE

TOY & TRAIN COLLECTORS FAIR

Pavilions of Harrogate, Great Yorkshire Showground, Harrogate HG2 8NZ (off A661 Wetherby Road)

SUNDAY 29TH MARCH
10.30am - 3pm

- 100+ Tables
- Free Parking
- Refreshments

ADMISSION FEES
Early Bird Entry £10.00 from 8.30am
Adults / Seniors £5 • Children £1

For all table bookings and enquiries, please contact Ken or Peter

DD FAIRS
38 Victoria Road, Guiseley, Leeds LS20 8DG
Tel: 01943 873420 • info@dalesmandiecast.co.uk
www.dalesmandiecast.co.uk

TOY & TRAIN COLLECTORS FAIRS

DEESIDE

LEISURE CENTRE

Friday 3rd April 2026
10.30am - 2.00pm
Chester Road, Queensferry, Deeside CH5 1SA.

Admission Adults £2.50
(Accompanied children under 16 free)

Large café, free car parking.

For further details please call Tony Oakes on 01270 652773

TOY & TRAIN COLLECTORS FAIRS

LUDLOW

Saturday 18th April
10.30am - 2.00pm
Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT

Admission Adults £2.00
(Accompanied U16 FREE)

FREE PARKING

For further details please call Tony Oakes on 01270 652773

WINTERSLOW MODEL RAIL EX

18 & 19 APRIL 2026

Winterslow Village Hall,
Middleton Road,
Nr Salisbury SP5 1PQ
Sat: 10:30-17:00 Sun: 10:30-16:00

14 layouts in various scales and gauges, including Gauge 3, O, OO, TT & N plus Hornby OO Live Steam
Traders, Refreshments,
Ample free parking and disabled access

Entrance Fees
£8 Adult, £4 Child - Under 5 free
Family of 4 (2 adults + 2 Children) - £20
Card and cash payments

For further information contact:
Rob Hampton - Tel: 01980 862387
Email: hamptonrob1951@outlook.com
www.winterslowmodelrailex.com

ADVERTISE YOUR EVENT HERE!

CALL ALLISON 01778 395002

TOY & TRAIN COLLECTORS FAIRS

KIDDERMINSTER

Sunday 26th April
10.30am - 2.00pm
Kidderminster Harriers Social Club, Stadium Close off Hoo Road. DY10 1NB

Admission Adults £1.50
FREE PARKING

For further details please call Tony Oakes on 01270 652773

ELAINE'S TRAINS
CELEBRATING 20 YEARS

Pre-Owned Z to G
New items listed regularly on our website

See us at:

Cotgrave (Bingham)
28th/29th March
SRS AGM Kidderminster
11 April
Collections purchased

elaines-trains.co.uk
01673 857 423

JOHN DUTFIELD LLP

Now Stocking HORNBY TT:120

Stockists of many brands inc Bachmann, Hornby, Farish, Dapol, Gaugemaster, Cavalex and Peco. Secondhand bought and sold.
Selection of kits, glues, tools, paints and accessories.Gift vouchers available.

Wards Yard, 133 Springfield Park Road
(at the junction with Hill Road) Chelmsford CM2 6EE
TEL: 01245 494455. EMAIL: heatherwilkinson@btconnect.com
www.johndutfieldmodelrailways.co.uk

OPENING HOURS:
9.00am-5.30pm
Mon, Tues, Thurs,
Fri and Saturday
Closed Wed, Sun
& Bank Holidays
All major credit/debit cards accepted.

DURHAM TRAINS OF STANLEY

MORE THAN JUST A MODEL SHOP

WE STOCK ALL MAJOR BRITISH OUTLINE ROLLING STOCK AND SCENICS AS WELL AS OXFORD DIECAST. WE ALSO OFFER A CHIP FITTING SERVICE RTO READY AND HOME DCC READY LOCOS AND SERVICE MOST MAKES OF LOCOS. JUST CLICK ON OUR WEBSITE FOR MORE INFORMATION. WE ALSO HAVE OVER 3000 ITEMS FOR SALE ONLINE.

6 STATION ROAD, STANLEY, CO.DURHAM, DH8 0JL
SHOP OPEN MON-TUES-FRI-SAT OPEN 0930-1700 • THURS 1100-1700 • CLOSED WEDNESDAY AND SUNDAY
TEL: 01207 232545 • www.durhamtrainsofstanley.co.uk • email: durhamtrainsofstanley@gmail.com

PayPal

NEW
AXLEBOX BEARING
CUTTING TOOL
Cooper-Craft Lineside Kits

H&A MODELS

19 Keats Way, Higham Ferrers,
Northants. NN10 8DQ
Email:sales@hamodels.net
Tel: 01933 355531
Mobile: 07969 535 699 - 07481681001

VISA MasterCard

Coach & Wagon Kits • Wheels • Decals • Wagon Loads • Paint & Sundries
Parkside Models • Dundas Models • Cambrian • Slaters • Ian Kirk • Red Panda • Dapol • Kadee • Ratio • Peco
Bullfrog Snot • Modelmaster • Old Time Workshop • Labelle Oils • Alan Gibson • Romford • Seuthe • Smiths
Evergreen Strip • Cooper-Craft • COMING SOON ex Kirk & Mailcoach 4mm Coach Kits
Order on line at: www.hamodels.net or ring us (same day or next day despatch)
Precision Paint & Carrs now available to purchase on Line and Mail Order
Complimentary EM & P4 wheel swops for 4mm Parkside Kits purchased from us

TRIDENT TRAINS

No10,The Craft Arcade
Dagfields Craft Centre,
Crewe Road,Walgherton,
Nantwich, Cheshire. CW5 7LG

BACHMANN RETAILER of the YEAR 2018

www.tridenttrains.co.uk
HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE
01270 842400

REDCAR MODELS & HOBBIES

Most leading brands of 'OO' gauge model railways & accessories.
Also Diecast, Plastic Kits, Woodland Scenics, K+S Metal Centre etc.

130 High Street, Redcar, Cleveland, TS10 3DH Tel: 01642 494912
(open Tuesday to Saturday)
Email: andrewnpaton@ntlworld.com

HORNBY SERVICE DEALER

roxeymouldings.co.uk

Your website for finescale locomotive, carriage and wagon kits in 00 and 0 gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits 00 rolling stock wheels and our own turned steel wheels for 0 gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.

Roxey MOULDINGS
58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU
Tel:01932 245439
Roxey MOULDINGS

Relocated to new premises in Matlock where we will be continuing our online business

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW & SECONDHAND RAILWAY TITLES
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk • Call: 07921 833469

Bespoke and trade enquiries please call Nigel Julian on
07971 741478 or 01332 781795
email: airframed@btinternet.com

AirFramed
Bespoke Glass Display Cases
www.airframed.co.uk



OO gauge, O gauge, Gauge 1 and Gauge 3 cases with mirrored or clear back wall.
Prices start from £35.00 plus p&p.
Bespoke sizes made to order.
Prices on application.



CONNOISSEUR MODELS
- 0 Gauge Etched & Cast Metal Kits -
- Locos, Carriages & Wagons -
www.jimmcgeown.com
or Send S.A.E. For Printed Catalogue
1 Newton Cottages, Nr Weobley, HR4 8QX

Visiting the Isle of Wight?
UPSTAIRS DOWNSTAIRS
Pier Street - Sandown
PO36 8JR
Two floors of locomotives, wagons, coaches, buildings, scenery, electrics, figures, cars and more!
ALL BRANDS N-009-H0 00-0n30-G
01 983 406 61 6 - www.trainshop.co.uk
Photo credits : Sebastiaan ter Burg

BRM
BRITISH RAILWAY MODELLING
E-NEWSLETTERS
Exclusive articles, competitions & offers
Register now at www.brmm.ag/brmeshotsignup

55H MODELS....108
ABSOLUTE ASPECTS....140
AC MODELS....142
ACCURASCALE....148
AGR MODEL RAILWAY STORE....138
AIRFRAMED....144
ALTON MODEL CENTRE....141
ANORAKS ANONYMOUS....139
BILL HUDSON BOOKS....144
BLUEBELL MODELS....135
BRANCHLINES....142
BRESSINGHAM....143
BUGGLESKELLY STATION....139
BUXTON RAILWORKS....140
C&L FINESCALE....138
C&M....140
CAMBRIAN....138
COASTAL DCC....139
CONNOISSEUR MODELS....144
CRAFTY HOBBIES....138
DALESMAN DIECAST....143
DCC CONCEPTS....65
DEREKS....142
DREAM STEAM....136
DURHAM TRAINS OF STANLEY....144
ELAINES TRAINS....143
ELLIS CLARK....66
FOOTPLATE....7
FRIZINGHALL....135
FYLDE 3D....142
GC WEATHERING....136
GRAVESEND....138
GSCALE.CO.UK....138
H&A MODELS....144
HEREFORD MODEL CENTRE....6
HORNBY....2
HOUSE WORG....134
IN THE GREENWOOD LASER....133
ISINGLASS MODELS....141
JACKSONS MODELS....142
JIM CORR....143
JOHN DUTFIELD....144
KMS....132
KS MODEL....140
LACY SCOTT KNIGHT....136
LITTLEWORTH MODELS....109
LORD AND BUTLER....139
MAD ABOUT TRAINS....141
MAGNET INSURANCE....137
MARCWAY....137
MEGAPOINT CONTROLLERS....107
METCALFE MODELS....16
MODEL RAILWAY ELECTRIC....87
MODEL RAILWAY MAGIC....107
MODEL RAILWAY SOLUTIONS....141
MONK BAR....140
N GAUGE SOCIETY....132
NARROW PLANET....133
NICK TOZER....142
PD MARSH....142
PENDON MUSEUM....139
PENNINE MODELS....108
PETERS SPARES....137
PETITE PROPERTIES....133
RAILS OF SHEFFIELD....8
RAILWAY CONDUCTOR....136
RAPIDO....147
REDCAR MODELS....144
REVOLUTION TRAINS....19
RHUDDLAN MODELS....142
RONLINES....141
ROXEY MOULDINGS....144
SAS....109
SCALE MODEL SCENERY....142
SCALESCENES....140
SEVERN MODELS....142
SHADY LANE....138
SMART MODELS....141
SPORTS AND MODEL SHOP....142
STREET LEVEL MODELS....142
THE HOBBY GOBLIN....142
THE MODEL TRAIN CENTRE....138
TMC....14, 42
TONY OAKES....143
TONYS TRAINS....140
TOPP TRAINS....142
TOWER MODELS....3
TOWNSTREET....140
TRAINS 4 U....141
TRAINSPORTERS....133
TRIDENT MODELS....144
UPSTAIRS DOWNSTAIRS....144
WARWICK WARWICK....18
WINTERSLOW....143
WM COLLECTABLES....135
YORK MODEL RAILWAY SHOW....64
YORK MODELMAKING....141
YOU CHOOS....137

NEXT ISSUE

CLUBROOM FUN!

This 40ft layout provides ample running and operating entertainment.

ON-SALE FROM APRIL 17TH

Also Inside:

- 4 AMAZING layouts in OO, N and HO
- The latest issue of Traction Magazine!
- Modelling retaining walls: Step-by-step guide
- Weathering the new Railroad Deltic
- Last orders! Refurbishing a ready-to-plant pub
- How to build a signal box in 10 easy steps
- East Coast Peppercorns explored
- The latest new products on test, plus much, much more!



BRITISH RAILWAY MODELLING
BRM

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
E BRM@warnersgroup.co.uk

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

EDITORIAL

BRAND CONTENT MANAGER
Debbie Wood
E debbie.wood@warnersgroup.co.uk
FEATURES WRITER
Phil Parker
E phil.parker@warnersgroup.co.uk
DIGITAL CONTENT CREATOR
Steven Draper
E steven.draper@warnersgroup.co.uk
TRACTION EDITOR
Stephen Rabone
E: steverabone@hotmail.com
PROOF READER
Tony Wright

PUBLISHER

Steve Cole
E stevec@warnersgroup.co.uk
DIGITAL MARKETING MANAGER
Phoebe Slim
E phoebe.slim@warnersgroup.co.uk

ADVERTISING

COMMERCIAL MANAGER
Sarah Jarman
T 01778 392055
E sarah.jarman@warnersgroup.co.uk
KEY ACCOUNT MANAGER
Matthew Vines
E matthew.vines@warnersgroup.co.uk
ADVERTISING ACCOUNT ASSISTANT
Allison Mould
T 01778 395002
E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

DESIGNER
Dan Jarman
E danjarmandesign@gmail.com
MEDIA CO-ORDINATOR
Amie Carter
E amiec@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES
E tradeaccountorders@warnersgroup.co.uk
UK/OVERSEAS NEWSTRADE SALES
Keiron Jefferies T 01778 395043
E keironj@warnersgroup.co.uk

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM. If you do not wish to receive such mailings, please write to Warners Group Distribution, Dept WD, Manor Lane, Bourne, Lincolnshire PE10 9PH or call 01778 391153.

Buffer Stop

This month in pictures



The Festival of British Railway Modelling at Doncaster was busier than ever this year. This was late on Saturday; the rest of the hall was packed, but everyone had a good time.



He's famous up north. Phil is interviewed by The Yorkshire Post.



A really impressive 1:10 scale model of a coach interior. The landscape even passes the windows! Follow @pink_petit_rose on Instagram for this and more amazing modelling.



Marble Express supremo, Lawrence Robbins, sent us this photo of a railway in Montevideo.



Some recent spectators at a layout shoot. Pet rats!



Posted to the office for Phil's Beatties collection, with no name. Thank you, mystery person!

Follow us on social media!

Subcribe to our YouTube channel
Search for 'British Railway Modelling

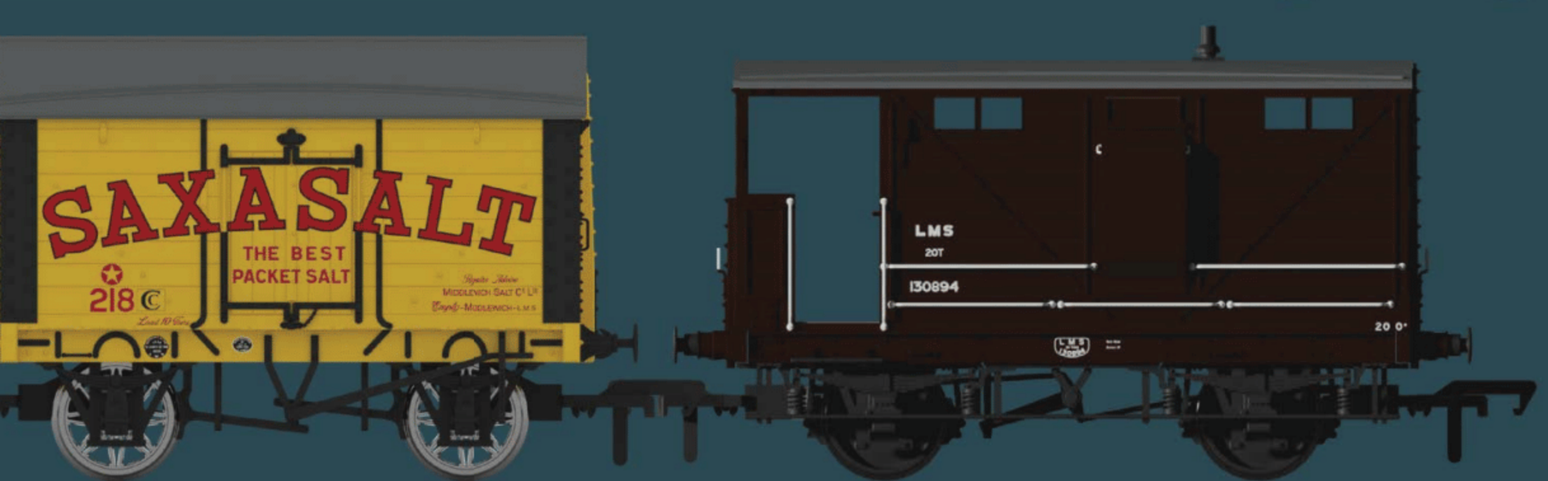
Follow us on Facebook
Search for 'British Railway Modelling'

Follow us on Instagram
@brmmagazine

Follow us on X (Twitter)
@BRMmagazine

RMweb
Join the discussion on
RMweb.co.uk

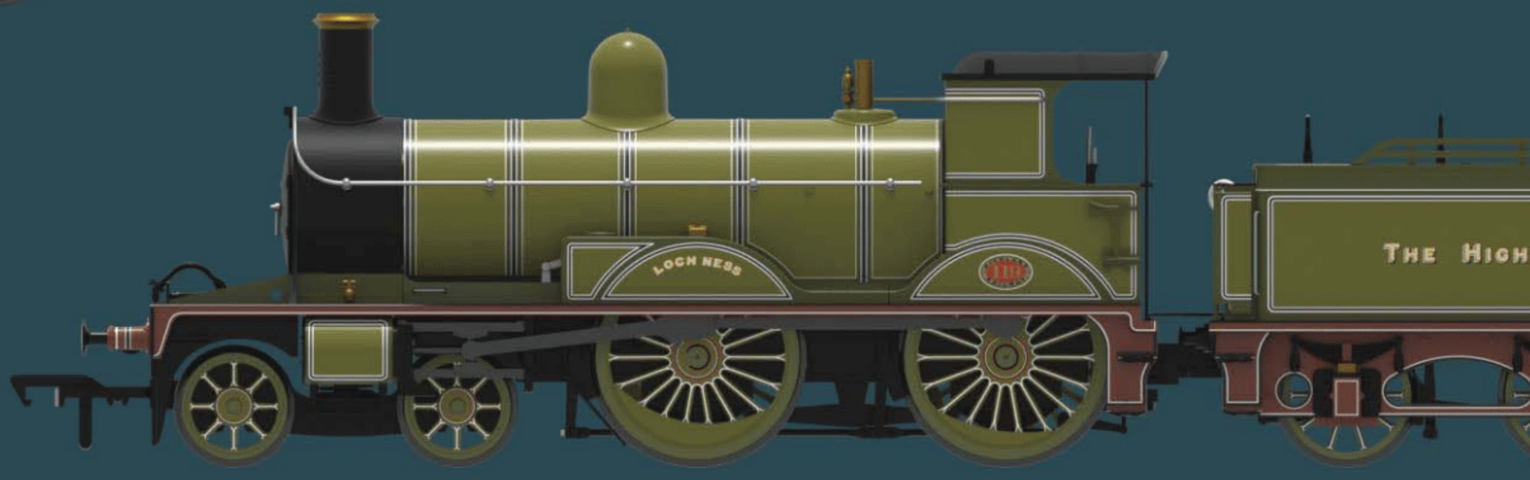
YOU CAN NEVER HAVE TOO MANY TRAINS















www.RapidoTrains.co.uk

accurascale

GOOD MANORS

GWR/BR CLASS 7800

RUN 2

1:76.2 SCALE/OO GAUGE

EXPECTED DELIVERY Q4 2026

MANUFACTURER OF THE YEAR WINNERS 2021-25 HORNBY MAGAZINE

DC/DCC READY
£189.99

DCC SOUND
£289.99



BR and preserved Collett 7800 Class locomotives make a return in this second run. A largely die-cast construction, an extensive tooling suite to cater for individual differences, a wealth of rivets and separately applied details, together represent one of Swindon's most attractive designs. Decoration covers five new number/livery combinations. including an Exclusive – 7827 Lyndham in a striking 'as preserved' fully lined Great Western scheme. **Pre-order** direct via **accurascale.com**, or via your local stockist from £189.99. Realistic models at realistic prices.













ACCURACARE LIFETIME WARRANTY

Pre-production samples subject to change. Exclusive 7827 Lyndham Manor is only available directly from Accurascale

All Class 7800 models feature

- High level of detail
- Die-cast metal chassis and body
- DCC ready & DCC sound (ESU loksound v5) options
- Upgraded twin speaker arrangement
- Flickering firebox effect
- High fidelity metal and plastic parts
- Sprung metal buffers and scale width wire handrails
- Details specific to individual prototypes
- Etched metal pre-painted name/ numberplates and headboards (where appropriate)
- Lifetime warranty
- And other typical Accurascale features!

Scan the QR Code or visit: www.accurascale.co.uk to view the full range of Manor locomotives currently available to order.

ESU LOKSOUND EST. 1999